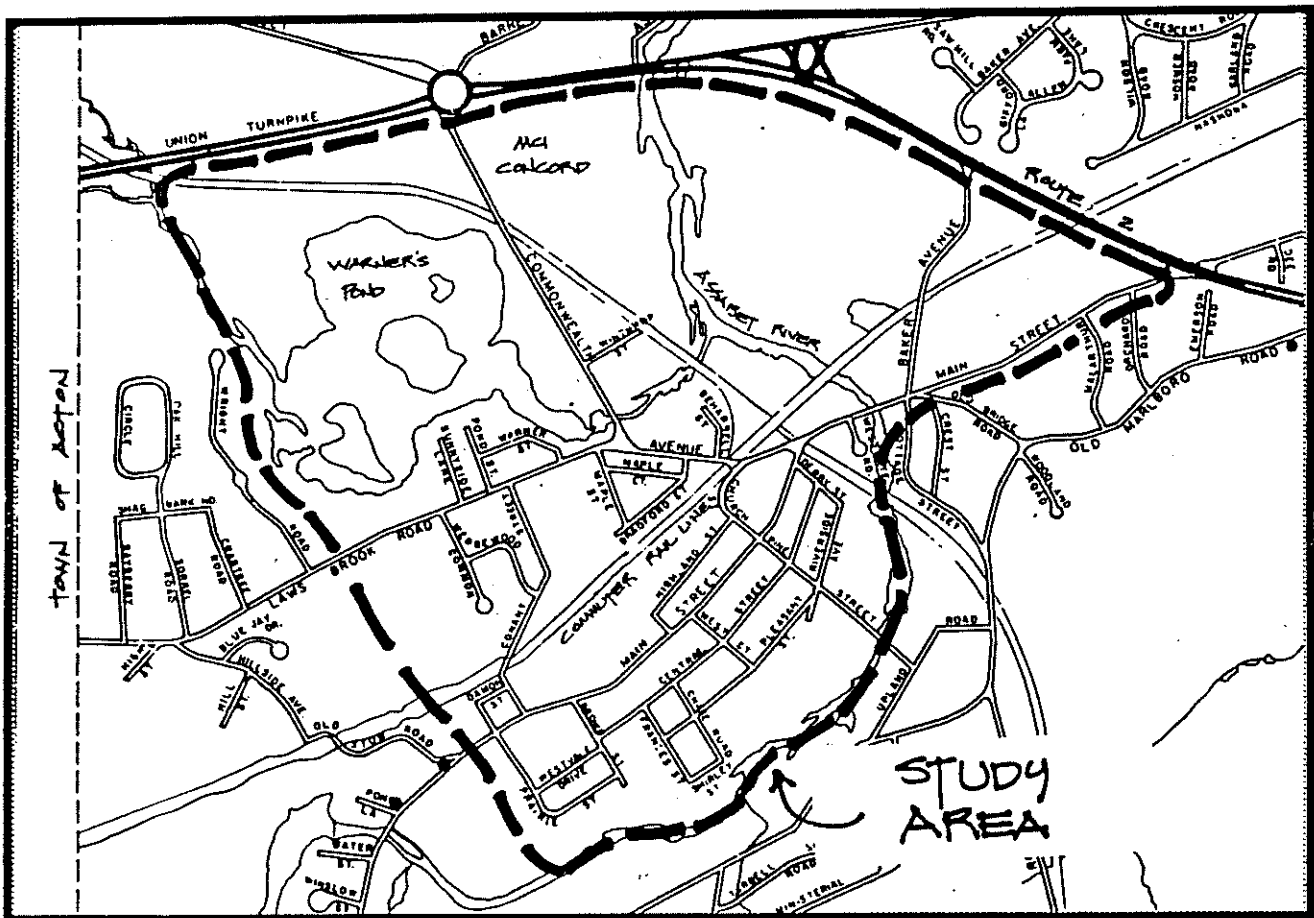


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# THE WEST CONCORD STUDY COMMITTEE

## PHASE II REPORT

A COMPREHENSIVE GUIDE TO ISSUES AND CONCERNS AFFECTING THE  
FUTURE OF WEST CONCORD CENTER



TOWN OF CONCORD  
CONCORD, MASSACHUSETTS  
JULY 1993

# THE WEST CONCORD STUDY PHASE II

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## Introduction

The charge given to the West Concord Study Committee was to develop a plan for the West Concord Center area that will identify features worthy of preservation. This plan will then serve as a guide for future commercial and residential development and/or redevelopment. This plan will provide the framework for balance between development and preservation, retaining necessary services and employment opportunities and the rich diversity of uses in West Concord Center, it also strives to provide protection for maintaining the character and architectural patterns of the historic village, enhancing natural resources, improving pedestrian and vehicular access and connections. The Plan will address the goals and concerns outlined in the 1987 Long Range Plan.

In Phase I of the West Concord Study the committee investigated and reviewed numerous past studies and reports which sought to identify and address important issues and concerns affecting West Concord Center and recommendations for their resolve. Information compiled in Phase I of the West Concord Study served as a "baseline" for determining the nature of any significant changes to West Concord which may have occurred over the past 5-7 years.

Over the last six months of this Phase II of the West Concord Center Study, each of the seven committee members together with their citizen advisors researched a particular topic as it pertains to the West Concord study area. These topics included; Vehicular Traffic, Circulation & Parking-Pedestrian circulation, Land Use Regulation, Economic Viability, Infrastructure, Housing, Open Space, Historical.

In Phase II, this baseline information was used to ascertain which of the aforementioned issues and concerns have been resolved and those which have not been addressed. In the West Concord Study Committee's efforts to learn more about "what's working and what needs fixing" in West Concord, we sought the participation of the whole of Concord's community members in Phase II of the West Concord Study. Committee members conducted informational interviews with experts in community planning, transportation planning, housing and environmental protection and representatives from West Concord's business, environmental and historical communities. In our efforts to solicit public comment and participation we developed *The West Concord Study Survey*, this public survey asked all Concord residents for their assistance in identifying short and long term issues and concerns affecting West Concord and the actions needed to resolve such issues. Administered with the assistance of the Concord Journal, the survey proved to be an invaluable tool for obtaining public input,

## References

The following list represents who the West Concord Study Committee met with during Phase II of this study and some methods we used to gather information.

Bernie Jenkins, Council on Aging  
 Richard Ryan, Fire Chief  
 Carl Johnson, Former Police Chief  
 Craig Lainer, CTPS  
 Evan Phillips, Chairwoman Public Works Commission  
 Hal Storrs, Director Public Works Department  
 Dan Monahan, Natural Resources Department  
 John Minty, Building Inspector  
 Betsey Stokey, Natural Resources Chairwoman  
 Dan Sack, Concord Municipal Light Plant  
 Marcia Ast Rasmussen, Planner  
 Danner DeStefano, Recreation Director  
 Barbara Powell, Concord Free Library  
 Ann Young, Historical Commission  
 Affordable Housing Committee  
 Thorn Meade, EOTC  
 Chris Southerst, General Radio, Worldwide Facilities Manager  
 Robert Pouillot, Director of Division of Capital Management  
 Paul Di Paulo, Supervisor of MCI Concord  
 Director Concord Childrens Center  
 Jay Clossier, Town Assesor

Other: Meeting with Advisors on 3/31/93  
 Sub-group meetings with advisors  
 Walks- organized by Jim Waggett with Dan Monahans assistance  
 Tours-General Radio and MCI  
 Survey-In the Concord Journal also available at Town Meeting

### Advisors:

Joe Collins	Roy Smith	Debra Stark
Peter Wells	William Sullivan Jr.	Carol Rader
Andrea Lukens	Marion Thornton	William Hetherington
Ellie Horwitz	Jim DiGiovanni	Nicholas Zavolas

### Reference Material:

Long Range Plan, 1987-Town of Concord  
 Junction Initiative Plan, 1990-Wells/Prentiss  
 West Concord Center Study, 1983-Town of Concord  
 Other documents will be referenced in text



## THE WEST CONCORD STUDY

### Traffic and Circulation

Traffic and vehicular circulation in and around West Concord center has increased and has become more problematic over the last 5 -10 years. To some degree, West Concord's traffic and circulation problems have naturally resulted from the fact that West Concord's retail center, in contrast to that of Concord center, has managed to successfully retain and expand an extremely popular selection of "essential" retail goods and services. To a larger degree however, Phase II of the West Concord Study has identified a number of issues and concerns associated with 1) the use and operation of West Concord's MBTA commuter rail facilities, 2) limited availability of public parking opportunities and 3) inadequate roadway and intersection design, which are believed to significantly contribute to West Concord's current traffic and circulation problems.

The impacts associated with the existing use and operation of the West Concord MBTA commuter rail facilities, coupled with inadequate public parking opportunities and poor roadway and intersection design in West Concord center has resulted in an increase in the number of vehicles, vehicle movements and traffic congestion on Main Street and Commonwealth Avenue; the primary roadways serving West Concord center. As a result of such increased traffic and mounting circulation problems, motorists have sought to avoid traffic congestion in West Concord center by increasing their use of residential side-streets as an alternate and more direct route for bypassing the center. This spread of increased vehicular traffic onto residential side-streets, "vehicular sprawl", poses grave concerns for many of West Concord's residential neighborhoods. Many of these residential side-streets lack the appropriate design capacity to adequately accommodate their increased vehicular use without adversely impacting pedestrian safety in those neighborhoods and the quality of life which their residents have come to know and enjoy.

#### West Concord MBTA Commuter Rail Use

Currently, a significant number of non-Concord commuters now drive into W. Concord to pick up the commuter rail to Boston. A double track system, which can accommodate an increased schedule of service to and from Boston, does not extend out beyond South Acton to Rt. 495 Junction and Fitchburg. As a result, many residents from communities located beyond S. Acton find it more convenient to drive to West Concord to catch the commuter rail into Boston. Such commuter rail usage creates peak W. Concord center traffic problems during morning and evening commuter rush hours.

This impact to West Concord's traffic and circulation problems is further exacerbated by the fact that the commuter rail parking facility associated with the West Concord MBTA Depot is currently limited to one method of entrance/exit which is located on Commonwealth Ave., a narrow two lane main street, running through the center of West Concord's commercial/retail district.

## Traffic and Circulation

### West Concord MBTA Commuter Rail Use (contd.)

The ability to enter and/or exit the West Concord MBTA parking facility is currently unassisted by traffic signal but rather, requires the traffic flow on Commonwealth Avenue to be interrupted in one or both directions at the motorists' sole discretion and yield.

In addition to commuter activity, the normal operational movement of trains and their passage through West Concord has also been found to impact the vehicular traffic patterns and circulation system within West Concord center. For example, the operational design of the MBTA's railroad crossing gate, which prohibits vehicular traffic flow along Commonwealth Avenue upon a train's arrival and departure, is currently designed to remain closed after a train has cleared Commonwealth Avenue and is stopped to board passengers at the West Concord Depot on its way east to Boston. In the absence of any safety concerns, this design flaw unnecessarily stops vehicular traffic on Commonwealth Avenue creating needless traffic congestion in West Concord center.

The anticipated increased use of the Fitchburg commuter rail line for transporting containerized cargo from Boston's Moran Terminal waterfront to western destinations promises to further impact West Concord's traffic and circulation problems. As proposed by Governor Weld, the *Ft. Devens Inland Intermodal Facility* will employ and share the existing North Station-Fitchburg commuter rail line to transport at least 5 cargo trains per day. Each of these 5 trains is expected to pull 100 cars with each car carrying two 40'x10' bulk cargo containers, double stacked (40'x30') from the Moran Port Terminal in Boston through each of the communities now serviced by MBTA's Fitchburg commuter rail service, and on to Ft. Devens in Shirley, Massachusetts. To be sure, these mile long "moving walls" passing through Concord and West Concord each day, will cause significant delays at existing railroad crossings in Concord and West Concord and create serious adverse impacts to vehicular traffic and circulation in West Concord center.

### Parking Availability

For the unseasoned patrons of West Concord center, finding available on-street or off-street parking opportunities in the center can be a challenge. Arguably, the use of parking meters for West Concord's limited number of existing on-street parking spaces may help to increase their availability over time. Without question however, West Concord center's parking woes result in large part from poor signage of existing public parking facilities as well as an insufficient number of existing off-street parking facilities located within the center.

## WEST CONCORD STUDY

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### Traffic and Circulation

#### Parking Availability (contd.)

The lack of adequately signed existing off-street public parking facilities within W. Concord center contributes to motorists' difficulties in locating parking opportunities and plays a significant role in West Concord's traffic/circulation problems. In addition to a lack of adequate public parking signage, there exists a severe shortage and a need for additional off-street public parking opportunities in West Concord center. In Phase II of the West Concord Study, an accounting of the existing supply and demand for off-street public parking facilities was conducted. Simply stated, there does not appear to be enough off-street public parking opportunities, properly designed with turn around provisions, dual entrance/exit opportunities and, accessible to those retail shops and services located along West Concord's Main Street and Commonwealth Avenue, to adequately accommodate the demand for parking currently generated by both the employees, and patrons of West Concord center.

#### Roadway & Intersection Design

The ease with which vehicles are able to move and circulate in West Concord center is also determined in part by the design capacities of its existing roadways and intersections and their ability to accommodate such vehicular movement and activities. As identified in this Phase II of the West Concord Study, particularly narrow street widths and poorly designed roadway intersections are believed to contribute to West Concord's traffic and circulation problems.

#### Narrow Road Widths -

That section of Commonwealth Avenue, between Main and Church Streets, is believed to be too narrow to handle parking on both sides as well as two-way traffic. What's more, Commonwealth Avenue is typically used by commercial truck carriers to double park and deliver goods to commercial and retail establishments located along the avenue. Under such circumstances, motorists who find themselves behind such double-parked trucks on Commonwealth Avenue are hard-pressed to negotiate safe passage which results in bottlenecks and traffic congestion.

Excessive vehicle turning movements onto & off of Main Street and Commonwealth Avenue requires the traffic flow on these roadways to be interrupted in one or both directions again resulting in bottlenecks and traffic congestion. For example, the existing location of typically high vehicle trip-generating land uses such as Mandrioli's Food Market and the W. Concord Post Office, located on Commonwealth Avenue and the corner of Commonwealth Avenue and Beharrell Street respectively, creates an excessive amount of vehicle turning movements to and from the Market and the Post Office onto & off of Commonwealth Avenue adding to West Concord's vehicular traffic and circulation problems.



## WEST CONCORD STUDY

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### Traffic and Circulation

#### Inadequate Roadway Intersections

**Lawsbrook Road & Commonwealth Avenue** - In addition to its function for providing direct turning opportunities to/from Lawsbrook Road and Commonwealth Avenue, this intersection also serves as the most expedient and convenient method for enabling motorist/patrons of W. Concord center to turn around on Commonwealth Avenue without significantly impacting the flow of vehicular traffic in either direction. Its sharp triangular-shaped island design, however, creates a fair amount of difficulty for accomplishing such turning maneuvers.

**Church Street & Commonwealth Avenue** - The existing east-bearing physical orientation and steep grade characterizing this intersection favors making right hand turns from Church Street onto Commonwealth Avenue. Making left hand turns from Church Street onto Commonwealth Avenue is extremely difficult and right hand turns from Commonwealth Avenue onto Church Street only less so. In the absence of a traffic signal at this intersection, its full use potential remains limited and adds to West Concord's traffic and circulation problems. In fact, it is believed that this intersection's design flaws have prompted motorists to avoid its use by seeking alternative neighborhood side-street routes, i.e. Conant Street & Hillside Avenue, for crossing to and from Main Street, Lawsbrook Road and Commonwealth Avenue.

**Main Street, Baker Avenue & Cottage Street** - Located at the northeastern most corner of the West Concord Study area, this intersection is serviced by a traffic signal regulating 3-way vehicular traffic flow to/from Baker Avenue, Main Street and Cottage Street. A "Y" shaped intersection island located at the mouth of Baker Ave. was designed to distinguish and direct Baker Avenue's 2 lane traffic flow. Unfortunately, the island's shape and placement serves to confuse motorists as to which side of the island they should be on when turning left onto Baker Avenue from Main Street or crossing Main Street from Cottage Street. According to the 1987 *Traffic Analysis Program and Circulation Plan* developed by Vanasse, Hangen & Brustlin, Inc. for the Town of Concord, this intersection has been identified as the second most dangerous vehicular accident location in Concord, experiencing an average of 14 vehicular accidents per year. Today, at any given time, motorists can be observed entering Baker Avenue by driving on the left side of the intersection island onto the traffic lane designed for oncoming southbound Baker Avenue vehicular traffic.

## THE WEST CONCORD STUDY

### Vehicular Parking

In Phase II, members of the West Concord Study Committee sought to accurately identify and evaluate the nature of West Concord center's existing public parking problems. Initially, some committee members argued that the problem was caused by an inadequate amount of parking spaces to accomodate exisiting demand while others wondered whether the parking problem was the result of poor signage and inconvenient location characterizing an otherwise ample amount of off-street public parking opportunities in West Concord center. According to Phase II's final analysis of this issue, West Concord center's parking problems are brought on by both, an inadequate amount of parking spaces and poor signage and inconvenient location. Simply stated, there does not appear to be an adequate supply of off-street public parking opportunities, properly designed with turn around provisions, dual entrance/exit opportunities and conveniently accessible to the more than 125 retail shops and businesses located in West Concord center to accommodate the demand for parking currently generated by both the employees, patrons and residents of West Concord center.

Today, there are more than **75** on-street metered public parking spaces located in West Concord center along Commonwealth Avenue and Main Street. In addition, approximately 350 off-street publically owned and privately owned public parking spaces are located at 3 different sites within the study area boundaries.

LOCATION	# PARKING SPACES	OWNERSHIP
The West Concred MBTA commuter lot	218	Public - MBTA
West Concord Shopping Plaza	100	Private
Municipal Lot (adjacent to Villiage Cleaners)	24	Public - Concord
Whistle Stop Parking Lot	11	Public- MBTA

Upon driving through West Concord center however, one quickly discovers a lack of readily visible signage identifying the location of these existing off-street public parking facilities. The inability to easily identify their location creates confusion and causes motorists to delay in traffic and thereby further exacerbating West Concord's exisiting vehicular traffic/circulation problems. In addition to their lack of signage, many of these large off-street parking sites are inconveniently located or are designed in such a manner as to make their entrance and/or exit cumbersome and difficult. As a result, the "useability" of such inconvenient and undesriable off-street parking opportunities is diminished, effectively rendering them as non-existent in the minds of many motorists seeking to park and shop in West Concord center.

## THE WEST CONCORD STUDY

### Vehicular Parking (contd.)

#### Adequacy of existing Business' off-street parking facilities as required under Concord's Zoning By-law -

In Phase II, more than 125 separate businesses, retail and service shops were counted within West Concord center. Assuming that each of these businesses employs 2 employees who drive cars to work in West Concord center, it is not unreasonable to believe that West Concord's work force might generate an average parking demand of 250 or cars per day, a demand equivalent to more than 70% of West Concord center's current supply off-street public parking opportunities.

Many of West Concord's businesses are located in buildings with mixed residential/business uses. Under Concord's current zoning By-laws, each building and/or each use within those buildings is required to have a sufficient number of off-street parking spaces to accommodate their residents, employees and/or patrons. In Phase II of the West Concord Study, we sought to ascertain: 1) the extent to which the buildings and businesses in West Concord center are in compliance with the zoning requirements and, 2) do the buildings and businesses in West Concord center provide the requisite amount of off-street parking opportunities to meet the center's current as well as future parking demands.

Committee members sought to compare the actual number of existing off-street parking spaces within the study area with the number of employee and patron parking spaces required under Concord's current By-laws using a two-pronged approach involving research of records obtained from the Board of Assessors and the Building Inspector's Office together with on-site survey counts conducted throughout the study area. Unfortunately, the Committee's efforts proved to be unsuccessful.

Critical information pertaining to building floor areas and their use, as well as the composition of mixed uses within any one building, were found to be lacking or woefully inaccurate at best. In addition, Shared Parking Agreements, typically established between two or more private parties to meet Concord's zoning requirements for off-street parking, have been permitted without proper documentation and recordation. Inadequate and/or inaccurate land use data and off-street parking information has left the members of the West Concord Study Committee confused and concerned and their efforts to assess and evaluate the supply and demand of off-street parking in West Concord center totally impossible to complete.

## THE WEST CONCORD STUDY

### Vehicular Parking (contd.)

It is altogether unclear how the supply and demand for parking in West Concord center would be impacted by even minor changes to permitted land use activities within the Study area. For example, as described in Chapter III (a), recent suggestions have been proposed to amend Concord's zoning By-laws permitting "by right", retail as an accessory use for the express purpose of supporting the economic viability of West Concord's small business enterprises. Such accessory retail activities would more than likely be accompanied by an additional demand for parking. As a result, the parking and traffic impacts associated with accessory retail uses will need to be assessed and evaluated within the context of West Concord's existing parking problems. (see, Building Inspector's Letter to Concord Planning Board RE: Accessory Uses in Industrial Districts - April 14, 1993).

#### Parking Design -

As described above, a majority of the existing off-street public parking opportunities in West Concord are located on 3 sites within the Study area. For the most part, these large off-street parking sites are inconveniently located away from popular shops and services, or are designed in such a manner as to make their entrance and/or exit cumbersome and difficult. As a result, many residents, employees and patrons of West Concord center avoid using them if they can help it. As for the remaining off-street parking opportunities existing in West Concord center, many were observed to lack proper striping, identification and sufficient dimensional requirements; all factors which contribute to motorist confusion and avoidance.

#### Parking Dynamics Assessment -

In addition to the overall number, location and design of existing public parking opportunities in West Concord center, members of the West Concord Study Committee identified the need for assessing and evaluating parking dynamics within the Study area, or the patterns of use (vehicle change over, parking duration, peak demand) associated with West Concord's on and off-street parking facilities. Such an assessment and evaluation is believed to be critical in understanding the compatibility of Concord's off-street parking requirements and the actual patterns of use observed for on and off-street parking facilities in West Concord center.

## WCSC-PEDESTRIAN ISSUES

West Concord is striving to maintain an image like that of Norman Rockwell's of a small rural Town in America. That image evokes seeing a quiet town with attractive streets, lined with stately trees and has that friendly, small town, down home atmosphere. That picture usually shows the family out walking and enjoying the comradeship of their neighbors. Unfortunately it is difficult to see this scene in West Concord for several reasons. The biggest reason is the age of the automobile and the concentrations of services that the auto requires; wide streets, unimpeded views, traffic lights, parking areas and ready access to the stores and homes. All these items tend to mar the scenic view that rural villages bring to mind.

The pedestrian concerns can be demonstrated by examining the ways leading into West Concord. Coming from the North side, all pedestrians must cross the Assabet River bridge via a sidewalk that barely accommodates the width of one person in summer and is practically impassable in winter due to snow. Once this bridge is crossed one must navigate large expanses of exits and entrance areas of shopping centers, supermarkets, fire stations and service stations while dodging the entering and leaving traffic. Access from the East and South sides is considerable easier. Sidewalks are wide, accessible and busy streets are crossed with supporting walk lights (which, however, seem to be set on a "fast run" time cycle). Access from the West is variable with decent sidewalks on Lawsbrook but none on Commonwealth after the Citgo Station. Sidewalks are needed from here to the prison to support the prison visitors. Access from the industrial areas, i.e., Gen Rad, is usually via the RR tracks and bridge, a very effective shortcut. The Beharrell and Bradford Streets access are on streets with no sidewalks, curbs or paving in most areas.

Once a pedestrian is in the center of the village, access to the shops is quite easy on wide sidewalks. The pedestrian issue here is difficulty in crossing the street due to the speed of oncoming traffic. More Police visibility (like in Concord center) would be helpful along with pedestrians' rights signs and better marked crosswalks.

Pedestrian access to public and government buildings is generally good too excellent except for Harvey Wheeler. The centers front door is usually locked at night and is poorly illuminated. Access to the Library and area churches is excellent.

All of the area playgrounds, especially Rideout, need better sidewalks for safer access.

# W. CONCORD STUDY COMMITTEE - CIRCULATION, TRAFFIC, PARKING, PEDESTRIAN

Issues & Problems	Goals of Previous Studies	Possible New Goals	Recommendations for Action
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## PARKING & CIRCULATION:

- Beharrell St. bottleneck	- Improve access to Beharrell St.	- "PUBLIC PARKING" Signage	
- Railroad x-way & timing of gate	- Redesign intersection at Lawsbrook & Commonwealth Ave.	- mark/sign private off-street parking areas	
- Harvey Wheeler & Church Parking lot	- Redesign intersection at Church St. & Commonwealth Ave	- develop "satellite" parking areas 20-30 car capacity	
- "99" parking on Commercial, Main, and Derby Streets	- Investigate street parking at vicinity of Derby & Main St.	- acquire RR spur between Beharrell Industrial area and Boston Gas site	
- Depot & W. Concord market parking problems	- create 50 additional parking spaces behind retail stores on Beharrell St.	- develop 30 car satellite parking at abandoned RR spur at Main & Church St.s intersection w/ exit from Westgate Circle	
- Location of Post Office causes P&C problems on Commonwealth & Beharrell St.s	- Parking & access at Harvey Wheeler include Church parking and relocation of tot lot.	- develop acceptable parking plan for employees of W. Concord Ctr.	
- Beaudoin Bros. building	- additional parking at Condons Store	- develop off-street parking "build-out" projections	
- Future of RR spur	- Need for consolidated parking at Bradford St. area. Questions of property ownership and easement issues.	- establish "parking space development fund"	
- Lack of Parking signage	- improve vehicular access to new or improved mid-block parking areas	- extend DOUBLE MBTA track to Rt. 495 commuter rail stop	
- Abandoned RR bed on Main St.	- eliminate intersecting driveways & replace with pedestrian walkways	- explore use of different parking meter rates as incentive to redirect current parking patterns	
- Lack of Bicycling amenities		- relocate US Post Office	
- Library Expansion		- redesign Railroad x-way Gate timing	
		- provide Bicycle parking	
		- acquire Boston Gas Access	
		- acquire RR Right of Ways	

# W. CONCORD STUDY COMMITTEE - CIRCULATION, TRAFFIC, PARKING, PEDESTRIAN

Issues & Problems	Goals of Previous Studies	Possible New Goals	Objectives & Action Plan
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## PEDESTRIAN CIRCULATION:

- |   |   |  |  |
|---|---|--|--|
| - Location of Post Office                         | - Provide walkway linking Harvey Wheeler Ctr. and Commonwealth Ave.                                   | - construct 4 ft. sidewalk barrier shielding pedestrian from traffic on Main St. Bridge                                  |  |
| - Beaudoin Bros. location                         | - Construct walkway on Conant St. from Domino Dr. with pedestrian crossing near Rideout car park      | - install lights/overhangs/benches/maps along pedestrian ways (make pedestrian ways visible, safe, attractive, inviting) |  |
| - "Rails to Trails" impact to W. Concord center   | - Construct walkway on west side of Bradford Ave. connecting Rideout Playground and Commonwealth Ave. | - Overhanging decorative awnings along storefronts ?   |  |
| - Paving of Beharrell & Bradford Streets w/ curbs |   | - establish Pedestrian Walkway Masterplan linking walkways & Parking Areas & Retail Businesses                           |  |
|   |   | - Provide pedestrian stop light control for crossing intersections   |  |

- Vehicular Right On Red at Traffic lights

- Pedestrians seek shortest distances

- Pedestrian walkways uninviting & inconvenient

**PARKING ANALYSIS MATRIX - WEST CONCORD STUDY COMMITTEE**

JDP/NZ

2/26/93

<u>Map#</u>	<u>Parcel#</u>	<u>Site Plan</u>	<u>Address</u>	<u>land/building area</u>	<u>Spaces req by ZBL</u>	<u>Spaces Avail</u>	<u>Deficit/ Surplus</u>
D-9	2195		74 Comm.	land 13,275 sq. ft./Tgfa 3,969			
D-9	2212		75 Comm.	land 9,933 sq. ft./Tgfa 8,035.			
D-9	2212		77 Comm.	"			
D-9	2212		79 Comm.	"			
D-9	2212		81 Comm.	"			
D-9	2194		84-88 Comm.	land 9,645 sq. ft.			
D-9	2194		86 Comm.				
D-9	2194		88 Comm	land 3,645/Tgfa5,654			
D-9	2213		85 Comm	land 7,936/Tgfa 8,574-Res.			
D-9	2213		87 Comm.				
D-9	2213		89 Comm.	land 7,936 sq. ft./Bus/Res		16?	
D-9	2213		91 Comm.				
D-9	2213		93 Comm.				
D-9	2193		92	land 12,220 sq. ft./			
			94	TFA 7,008			
			96	Bus: retail/stor./office			
			98	6,000sq. ft. by 5 tenants		17	
D-9	2193-0		100	340/325 sq. ft.			
D-9	2214		95-97 Comm.	land 4,062/Bus.			
D-9	2215		101 Comm.	land 5,235/office/housing			
D-9	2216		105 Comm.	land 2,828			
			107 Comm				
D-9	2192		104,6.8 Comm.	land 6,000/Bus.			8 ZBA 90'
D-9	2191		110,112 Comm.	land 5,928/Bus/Ind			
D-9	2188			land 10,000 sq. ft./Ind			



**PARKING ANALYSIS MATRIX - WEST CONCORD STUDY COMMITTEE**

JDP/NZ

2/26/93

<u>Map#</u>	<u>Parcel#</u>	<u>Site Plan</u>	<u>Address</u>	<u>land/building area</u>	<u>Spaces req by ZBL</u>	<u>Spaces Avail</u>	<u>Deficit/ Surplus</u>
D-9	2218	ZBA 85'	113,115 Comm.	land 7,273 Bus./Res.	Bus=6 Res.=4	6 on Brad. St.	-4
D-9	2219 2230	ZBA 93'	119 Comm. 1	5,000 sq. ft auto rec.	23		
D-9	2190	ZBA 85'	114 Comm. 116 118 120	Bus./Ind	23	22	-1
D-9	2231	84'	129 Comm.	land 8,375/2,125 gfa	13.4	13	-.4
D-9	2232		135 Comm.	21,000+3,600 sq. ft. class 330		102	
D-9	2184-1-2		136 Comm.	land 32,150/ LB 4,000 front RLB 14,150 rear IND 14,000 sq. ft.			
D-9	2184-1-1		152 Comm. Ave	land 2.99 acres/Tgfa 13,940 class 400 /Ind. 71,364 LB-front 14,000 sq. ft LB-back 11,000 sq. ft.			
D-9	2182			land 130,244 or 3,48 acres			
D-9	2184-2		166 Comm.-Soberg	land 21, 041/Tba 19, 010 service station-1 flr. + attic			
D-9	2172		256 Comm.-Tomb.	Ind class 321/land 7,621 gfa 3,577			
D-9	2012-0		503 Comm.	26,5902/Class 333-class D			

PARKING ANALYSIS MATRIX - WEST CONCORD STUDY COMMITTEE

2/26/93 JDP/NZ

<u>Map#</u>	<u>Parcel#</u>	<u>Site Plan</u>	<u>Address</u>	<u>land/building area</u>	<u>Spaces req by ZBL</u>	<u>Spaces Avail</u>	<u>Deficit/ Surplus</u>
D-9			Boston Gas				
D-9			13-21 Comm.	7,697 sq.ft./Bus.			
D-9	2451		15 Comm.				
D-9	2451		17 Comm.				
D-9	2200-1	1972 LB	20 Comm-Depot				
D-9	2201		24 Comm.	Tfa 4,608/Class 325 LB			
D-9	2202		25 Comm.	Tfa 1,345/Class 013			
				Comm. & Res.			
D-9	2203		29-37 Comm.	Tfa 1,146/Class 101			
				LB/Res.			
D-9	2203		33 Comm.	5,766 sq.ft./bus/res	2res/2bus	none	2/other units
					relief 1 unit	w' no spaces	
D-9	2203		33-29 Comm.	Tfa 2,248 sq. ft.			
				LB/Res			
D-9	2204		41 Comm.				
D-9	2204		45 Comm.				
D-9	2204		47 Comm				
D-9	2200-2		48 Comm-parking.	LB Class 90			
				9,960 sq .ft..			
				LB Class 325			
				TFA 4,270			
D-9	2205-0		49 Comm.				
D-9	2205		51 Comm.				
D-9	2205		55 Comm.				
D-9	2205		57 Comm.				
D-9	2196-1	yes 85'	66 Comm.	land 13,000 sq.ft./Ind	min. 13.3/	24	8-11 surplus
				gfa 5,084 sq.ft./office	max 16.9		
D-9	2196-2		parking lot	lot area 42,453 sq.ft.			

PARKING ANALYSIS MATRIX - WEST CONCORD STUDY COMMITTEE

<u>Map#</u>	<u>Parcel#</u>	<u>Site Plan</u>	<u>Address</u>	<u>land/building area</u>	<u>Spaces req by ZBL</u>	<u>2/26/93</u>	<u>JDP/NZ</u>	<u>Deficit/ Surplus</u>
H-9	2206		1 Church	land 2,752/Class 390 access to rear of lots-				
H-9	2207		7 & 9 Church	land 6,308/Class 325				
H-9	2208		13 Church	2,980 -2 storefronts				
				land 3,145/Tfa 17,018?				
H-9	2209		muni parking lot	land 6,826 sq. ft				
H-9			25 Church	1,718 Res./Church				
	2217-1		23 -53 Bradford	Ind. class 401/ land 135,907(3.12 acres) Tfa 65,596		196		
	2220-0		32 Bradford	LB class 112/land 20,500 Tfa 22,010 sq. ft.				
	2222		52 Bradford	LB class 401/land 8,750 Tfa 3,600-870 sq. ft office				
	2189-0		17 Beharell	Ind class 321/land 4,005 Building area 800 sq/ ft.				
	2187-2		20 Beharell	land 11,700, Tfa 12,000				
	2187-1		30 Beharell	Ind/Warehouse/ Land 23,070 gfa 12,000				



## THE WEST CONCORD STUDY

### Land Use and Zoning Regulations

In Phase II of the West Concord Study, a number of issues and concerns pertaining to land use and zoning have been identified which continue to affect the West Concord center and its as well as its future ability to accommodate growth and economic development while maintaining its unique quality of life. As a result, efforts to address West Concord's land use and zoning issues should be considered within the context of both, short term and long term time frames.

The short term focus would concentrate on fixing what needs to be fixed with existing development located within West Concord center's Business and Industrial districts by "fine-tuning" some of the existing zoning requirements associated with these zoning districts. Under the long term time frame, consideration would be given to identifying appropriate land use changes and corresponding zoning requirements for particular underdeveloped or undeveloped areas in West Concord center in anticipation of changes in market forces, land values and building age with an eye towards ensuring that their future development or redevelopment is compatible with a commonly shared "vision" for the future of West Concord center.

#### Retail as an Accessory Use

During Phase II of the West Concord Study the Concord Planning Board held public hearings regarding the issue of allowing retail operations to be established "as of right" as an accessory use to principal uses currently permitted within Concord's industrially zoned districts. While some have argued in favor of amending Concord's zoning By-laws to include retail as an accessory use so as to support and enhance the economic viability of smaller, owner-operated enterprises in West Concord, others have pointed out the need for evaluating and assessing the impacts associated with such an amendment, particularly as it relates to West Concord's current parking and traffic circulation problems, before making such changes. (see also Building Inspector's Letter to Concord Planning Board RE: Accessory Uses in Industrial Districts, April 14, 1993).

#### Future Build Out Capacity

There are a number of large undeveloped or underdeveloped areas within the West Concord Center Study boundaries, listed below, whose future use and development could have a significant impact on the future of West Concord center.

## THE WEST CONCORD STUDY

### Land Use and Zoning Regulations

#### Future Build Out Capacity (contd.)

AREAS OF CONCERN	CURRENT ZONING	LAND AREA (acres*)
Beharrell Street area	Industrial/Business	4.80
Bradford Street area	Industrial/Business/Residential C	3.10
Winthrop Street area	Residential/Industrial	8.20
White Row	Residential B	19.00
Commonwealth of MA	Institutional	67.00
Baker Avenue Extension	Residential C/Industrial Park	80.40
Boston Gas site	Industrial Park	7.80

\* Approximations based on Assessor's Map D9 - Town of Concord

Under Concord's current zoning, the allowable "as of right" potential build-out and development densities for these areas could be significantly greater than what currently exists for these areas. Even under conservative "build-out" estimates, these areas represent a potential for significant increases in their respective developed floor areas and business and residential populations. Subsequently, such increase in West Concord's developed floor areas and population could result in serious increases in the overall number of vehicular trips generated within the study area further impacting an already problematic vehicular traffic and circulatory system in West Concord, discussed in greater detail in Chapter III (a), *Vehicular Traffic, Circulation and Parking*.

#### Zoning and the Vision for West Concord's Future

When surveyed for their views on the special nature of West Concord center and their vision for its future, many people identified and praised the uniqueness of West Concord center as characterized by 2 and 3 storied mixed-use (business/residential) buildings lining the pedestrian sidewalks up and down Commonwealth Avenue. Interestingly, the uniqueness of West Concord's commercial center would not be permitted today under Concord's current zoning By-laws.

On the contrary, Concord's current zoning leaves no room for creativity and flexibility and its requirements for setbacks, parking and open space, mandate that new commercial or industrial development be separated from residential use and look more like the West Concord Shopping Plaza. Clearly, as shown in Table III a., Concord's current zoning By-laws are at odds with some of the most commonly shared visions for maintaining and enhancing West Concord's unique quality of life.

# LAND USE REGULATION MATRIX

## "By Right"

### Industrial District

#### Principal Uses

Warehouse  
Storage Yard, Open Air Sales  
Manufacturing, Packaging,  
Processing, and Testing  
Repair Garage

#### Accessory Uses

Kennels  
Stables

Parking more than 1 Commercial  
vehicle

Farm Product Sales  
Lodging for farm employees  
Watchmans apt.  
Lunchroom and Cafeteria  
Gift Shops and Candy Counter  
Personal Service Shop

#### Special Permit Accessory Uses

Aviation Facilities  
Radio and T. V. Tower and  
Structures  
Scientific R & D

#### Setback Requirements

Front Yard 10 ft  
Rear Yard 10 ft  
Sideyard 10 ft \*  
ht. 35 ft.

Note: 5 ft. landscape buffer side & rear abutting Res.  
unless otherwise noted site plan

## Vision

### Goals from previous Studies

Rezone Beharell St. industrial area -LI/B  
WCCS 1983

Rezone the Bradford St. Commercial Area  
LI/B/Res., WCCS 1983

Change open space requirements  
for business/residence mixed uses,  
and setbacks requirements for  
business districts in West Concord  
Center, WCCS, 1983

Revise the use, density and  
dimensional requirements for business  
and industrial zones, Junction Initiative  
Plan, Wells/Prentiss 1990

Redesign the open area at Beharell St. to  
accommodate a new building  
and additional parking, Junction Initiative  
Plan, Wells/Prentiss 1990

4-19-11. BUILD STRENGTH AND  
FLEXIBILITY INTO OUR CURRENT ZONING  
BYLAW AND OTHER BUILDING CONTROLS  
Through administrative changes not  
requiring Town Meeting action, Long Range  
Plan 1987

### West Concord Survey Response

Create additional pedestrian walkways  
Mixed uses  
Limited Industry/business  
Inclusionary Housing  
Convert some existing industrial buildings  
for housing  
encourage additional businesses, shops &  
services  
Create public Open Space; Parks, Vistas



# TOWN OF CONCORD

20

BUILDING DEPARTMENT AND ZONING ENFORCEMENT  
133 KEYES ROAD  
CONCORD, MASSACHUSETTS 01742  
(508) 371-6270

RECEIVED

APR 14 1993

DEPT. OF PLANNING & LAND MGT  
CONCORD, MASS

By \_\_\_\_\_

April 14, 1993

Jane D. Prentiss  
Chairman  
Concord Planning Board  
133 Keyes Road  
Concord, MA 01742

Dear Mrs. Prentiss:

The question has been raised by members of the Concord business community as to how I interpret the Concord Zoning Bylaw, as it relates to accessory uses in the Industrial Districts. The following is my understanding of accessory uses in general, and more specifically, in the Industrial Districts.

Accessory uses may only occur on a lot, in connection with an allowed principal use. If there is an adjacent lot, in the same zoning district, which is under the same ownership, it may also occur on that lot.

Within our bylaw, under *Table I. Principal Use Regulations*, there is a listing of all the allowed principal uses for all zoning districts. The following uses are listed as allowed principal uses in any Industrial District: forestry, agriculture, horticulture, floriculture, viticulture, greenhouses, conservation, private recreation, educational, religious, philanthropic, lodge and club, municipal, utilities, craft shop, restaurant, indoor amusement, outdoor amusement, funeral home, repair shop, building trades, veterinary and kennel, financial and business office, professional office, medical center and laboratory, auto service station, auto repair shop, vehicular dealerships, boat sales, parking facilities, child care center, transportation services, warehousing, storage yard, open air sales, manufacturing, packaging, processing and testing labs. Some of the above uses would require a Board of Appeals special permit and/or Planning Board site plan approval.



Let us take for example, a furniture maker would be allowed, by right, to set up a manufacturing operation in any Industrial District. They would also be able, within the definition limits of accessory use, Section 1.3.20, to sell their manufactured furniture from this same location.

*1.3.20 Use, Accessory: Any use which (1) is subordinate to a principal use, (2) is secondary in physical area, intensity of use, and purpose to the principal use served, and (3) is customarily incidental to the principal use.*

As long as the proposed accessory use, i.e., retail furniture sales, meets the definition requirements of Section 1.3.20, then it would be an allowed accessory use.

This is the analysis I would use to arrive at such a determination.

Are the proposed retail furniture sales *subordinate* or ancillary to the principal use of furniture manufacturing?

Is the proposed retail furniture sales space *secondary* in physical area? If the retail portion of the building on a square foot basis, is secondary in physical area to the manufacturing area, it would satisfy this requirement. Is the proposed retail furniture space *secondary* in intensity and purpose to the manufacturing operations?

Are retail furniture sales *customarily incidental* to a furniture manufacturers business? Yes. Retail sales of any product that is manufactured is *customarily incidental* to the principal use of manufacturing.

An accessory use may not, in effect, convert a principal use to a use not allowed in the zoning district in which it is located, and, in no case shall a necessary component of a principal use be considered as accessory to that principal use. Where a principal use is allowed under special permit, its accessory use is also subject to the provisions and limitations of that special permit.

The residents of Concord in their wisdom have identified some specific accessory uses which they would like to regulate. These accessory uses are identified within Section 5 and Table II of our bylaws. Some of these accessory uses, as described in this section, would require a Board of Appeals special permit.

In the Industrial Districts, kennels, stables, commercial vehicle parking, farm product sales, farm employee lodging, a watchman's apartment, workshops, classes, lunchrooms and cafeteria, gift shops, candy counters, and personal service shops are all allowed accessory uses. Non-commercial radio and TV towers and structures, aviation facilities for take-off and landings, and scientific research and development are all allowed under Board of Appeals special permits.

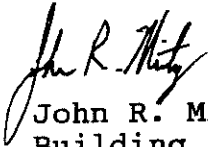
For example, some common accessory uses which occur in Concord along with allowed principal uses are; an automatic banking machine at Emerson Hospital, the deli sandwich shop within Star Market, the selling of eye glasses within the eye doctor's office at Hillside Medical center, a public radio station at the High School, Winand's Chocolates on Beharrell Street selling retail from a small counter at the front of their business, Thoreau Tennis and Swim Club selling tennis equipment in their pro-shop and offering in-house day care.

As you can see, all of the above examples of accessory uses are subordinate to the principal uses, are secondary in physical area, intensity of use and purpose, and all are customarily incidental to the principal use.

Each new proposed accessory use requires this type of analysis to determine whether or not it meets this definition. If a property owner feels aggrieved by a negative determination by the building inspector they may appeal that decision to the Board of Appeals.

Please feel free to contact me if you should have any questions regarding my analysis.

Sincerely,



John R. Minty  
Building Inspector/ Zoning Enforcement Officer

cc. Kevin Hurley  
Joe Collins  
Roy Smith



## COMMERCIAL AND ECONOMIC VIABILITY

### Commercial Development in West Concord

West Concord as we know it today was created in the latter part of the 19th century when the Framingham and Lowell Railroad crossed the Fitchburg line to create Concord Junction. At the height of rail traffic, 125 trains a day passed through the Junction. The confluence of these two lines resulted in the creation of manufacturing activity at the Beharrell St. and Bradford St. locations and its attendant commercial and housing development at what is now called West Concord Center.

The other major factor in the development of commercial activity in West Concord was the Assabet River at Damondale. The water power from the river resulted in the creation of the factory village there in the early 1930's.

Access to urban markets created by the railroads allowed agriculture in West Concord to evolve from subsistence farming to the production of cash crops such as strawberries, asparagus and celery.

### West Concord Commercial Activity Today

Today, West Concord includes approximately 130 business firms that range in size from one to 650 employees and up to 1,000 sq. ft. in area. The range of years of operation varies from start-up businesses initiated this year to the Leather Shop, whose origins date to the 1890's.

In 1993, business activity reflects the general slowdown in economic activity in the nation. Vacancies have increased - Bradford Furniture recently closed, the Baybank office will soon close, and manufacturing operations such as Gen Rad and the Leather Shop have downsized their employment considerably. These are not the best of times for commercial activity in West Concord.

### Current Issues of Commercial and Economic Viability

The continued viability of West Concord Center economy depends on preserving its convenience, service-orientation, ambiance and complimentary mix of uses.

The convenience advantage of West Concord center is being eroded by traffic congestion and the lack of convenient parking. If shoppers must face stop-and-go traffic and if they can not find a parking space convenient to their destination, they may eventually go elsewhere.

Solving the traffic problem in West Concord should be done within the context of preserving the viability of the Center's economic uses, especially as this relates to improving the shopping experience.

One of West Concord Center's economic advantages is that it provides a person-to-person service relationship that can not be found in other, larger retail and service environments. Preserving the Center's commercial viability in great part will depend on preserving this service orientation.

## Current Issues of Commercial and Economic Viability Continued

There are many reasons why people shop , but one of these reasons is that individuals enjoy the "social experience" of shopping. Through its mix of uses and small establishments, West Concord Center provides this experience. The challenge for the center is in preserving - and enhancing - this ambiance.

The Center's viability also depends on preserving it's mix of uses and, in particular, its's strong retail component. Retail uses provide the "life" that makes West concord a thriving center.

However, the Center also depends on the mix of industrial uses (employees as customers) and on strong non-retail draws (e.g., the Post Office).

# WEST CONCORD STUDY COMMITTEE: COMMERCIAL AND ECONOMIC VIABILITY

ISSUES AND PROBLEMS	GOALS OF PREVIOUS STUDIES	POSSIBLE NEW GOALS
<p>Traffic problems include general congestion, constricted intersections (Beharrell St./ Commonwealth Ave.) blockage points (RR crossing gates) and overtaxed traffic arteries.</p>	<p><u>Traffic and Parking Issues</u></p>	
<p>Shopper parking problems include lack of spaces, inadequate signs and poor access to spaces.</p>	<p>(see Circulation, Traffic and Parking section)</p>	
<p>Employee parking ties up spaces close to stores forcing shoppers to walk long distances or go elsewhere.</p>	<p>(see Circulation, Traffic and Parking section)</p>	
<p>Front-door loading is causing traffic congestion.</p>	<p>(none)</p>	<p>Encourage and enforce loading at rear of buildings.</p>
<p>Access is a viability issue for the Beharrell St. industrial area.</p>	<p>Improve access to the Beharrell St. area.</p>	<p>Explore access via the RR ROW.</p>
<p>Parking potential is being underutilized.</p>	<p>(none)</p>	<p>Explore how shared parking can be maximized (e.g., 99 Restaurant/ Carters/Hamways).</p>
<p>Shoppers don't know about parking possibilities</p>	<p>(none)</p>	<p>Educate shoppers about the 3-hour spaces and the 12-minute provision in meters.</p>

POSSIBLE NEW GOALS

GOALS OF PREVIOUS STUDIES

ISSUES AND PROBLEMS

Regulatory Issues

Zoning in the business and industrial districts needs to be reviewed to provide more flexibility for small businesses.

Revise the use, density and other requirements for Business and Industrial zones.

Change open space requirements for business/residence mixed uses and setback requirements for business districts.

Rezone Beharrell St. area.

Rezone Bradford St. area.

Land Use Issues

Preserve major draws such as the Post Office - keep in a strategic location.

Enhance West Concord's competitive advantage of service.

Enhance the "social experience" of shopping in West Concord.

Preserve the mix of uses in West Concord that provide a market for retail shops.

Expand on extra services already offered by some retailers, e.g., home delivery.

(none)

Economic viability is enhanced by the location of major pedestrian draws in West Concord.

(none)

Commercial viability of West Concord retail is threatened by competition from malls and mail-order outlets.

<u>ISSUES AND PROBLEMS</u>	<u>GOALS OF PREVIOUS STUDIES</u>	<u>POSSIBLE NEW GOALS</u>
<p>Preserve West Concord's mix of economic uses, especially retail.</p>	<p>Land Use Issues (cont.)</p> <p>Facilitate affordable retail space.</p>	<p>Research how rental levels can remain affordable for retail uses.</p> <p>Encourage stable ownership, including owner occupancy.</p> <p>Encourage zoning that preserves industrial uses.</p>
<p>The pattern of ground floor commercial businesses close to the sidewalk should be continued on Commonwealth to foster the vitality of the shopping experience.</p>		
<p>New commercial development has been incompatible with the core of West Concord typified by the 5 &amp; 10. The BayBank building is architectually inconsistent with the other 3-story, wood-sided buildings.</p>		
<p>Remaining economic life of major buildings in West Concord Center is in question.</p>	(none)	<p>Conduct an analysis of remaining viable life of targeted buildings.</p>
<p>Compliance with the Americans with Disabilities Act is an issue with the whole district.</p>	(none)	<p>Demonstrate how older buildings in the district have been successfully retrofitted.</p>



- 11** Acadian Utilities: Hollis Holden: 74 Commonwealth Ave.: 369-4810
- 6** Access Dynamics, Inc.: 73 Junction Sq.: 369-1007
- 5** Acton Medical Supply: 23 Bradford St.
- 17** Advanced Materials Labs: Thomas Altshuler: 242 Baker Ave.: 369-9033
- 4** Albert Frizzell: 445 E. Riding Rd.: Carlisle 01441: 369-4703 **Property Owner**
- 6** Amber Technologies: 47 Junction Square: 369-0515
- 3** Armen & Martha Demerjian: 71 Old Farm Road: 369-1566 **Property Owner**
- 3** Artistic Beauty Nook: Mary Garlineau: 112 Commonwealth Ave.: 369-4859
- 17** Atlantic Adworks: Joe Browning: 200 Baker Ave.: 371-0061
- 17** Atlantic Prehung Doors: 143 Conant St.: 369-5600
- 7** Avant: 50 Beharrell St.: 369-0860  
Avcor: 9 Pond Lane
- 9** Barber Shop: Tim Moynihan: 17 Commonwealth Ave.: 369-6508 or 3857
- 4** Bates Publishing: Nathaniel Bates: 129 Commonwealth Ave.: 369-2512
- 5** Bear in Mind: Fran Lewis: 53 Bradford St.: 369-1167
- 7** Beaudoin Bros. Plumbing: Rene Beaudoin: 17 Beharrell St.: 369-3464
- 2** Bench Manufacturing Co.: John D. Hill: 56 Winthrop St.: 371-3080
- 15** Boldt Family Trust: Ben and Betty Boldt: 1150 Main St.: 371-1717
- 4** Books Again: Al Dunham: 77 Commonwealth Ave.;
- 8** Boston Gas Company: off Commonwealth Ave.
- 12** Brigham's: Scott Dietrich: 1200 Main St.: 369-94836
- 5** Caldwell Bros. Moving and Storage: Richard Caldwell: 1550 Main St.: 369-6602
- 11** Carter Furniture: Robert Carter: 1269 Main St.: 369-4030
- 2** Center for Peace: 56 Winthrop St.: 371-1235
- 9** Club Craftsman: 15 Commonwealth Ave.: 371-1944
- 13** Colonial Motors: Rich Beers: 1211 Main St.: 369-3304
- 3** Colony Florist: Grace McWalter: Commonwealth Ave.: 369-1555
- 7** Commercial Welding and Fabrication: 50 Beharrell St.: 371-1995
- 4** Commonwealth Realty Trust: Thomas M. Keane: 8 Musket Rd.: Acton: 263-2499
- 11** Community Health Resources: Kerry Weinstein: 1260 Main St.: 369-1131
- 18** Composite Engineering: 277 Baker Ave.
- 18** Concord Animal Hospital: Rob Tucker: 245 Baker Ave.: 369-3503
- 2** Concord Assabet Adolescent Services, Inc.: 56 Winthrop St.: 371-3006
- 13** Concord Auto Body: West gate Park: 369-6644
- 4** Concord Chrysler Plymouth: 135 Commonwealth Ave.: 369-6800
- 17** Concord Corporate Center, Concord Property Mgt.: 200 Baker Ave.: 369-6600

**Note: Numbers correlate to their location within the study area - See Map**

- Concord Corporate Services: Wendy Sullivan; Damonmill Square; 369-2302
- 3** Concord Drapes; Kate Reid; 94 Commonwealth Ave; 369-1242
- 18** Concord Elks; Wally Martinson; 221 Baker Ave.; 369-6770
- 17** Concord Hillside Medical Center; 242 Baker Ave.; 371-1300
- 3** Concord Shoe Repair; Bob Besnilian; 100 Commonwealth Ave.; 371-0713
- 7** Concord Teacakes; Judy Fersch; 50 Beharrell St.; 369-7644
- 16** Concord Woods Dental Assn.; 290 Baker Ave.
- 9** Condon's; 57 Commonwealth Ave.; Jim Condon; 369-2545
- 18** Csoncord Lodge of Elks; 211 Baker Ave; 369-6770
- 17** CT Scanner Mfg.; 130 Baker Ave.
- Damonmill Square; William Sullivan; 9 Pond Lane; 369-7337
- 16** Datek; 336 Baker Ave.
- 14** Dee Bus Service Inc.; 54 Orchard Rd.; 369-8423
- 10** Depot Restaurant; Ron Giacoppo; 20 Commonwealth Ave.;
- 9** Design 1; Sal Tantillo; 9 Church St.; 369-1009
- 14** Dino's Pizzeria; 1135 Main St.; 371-0006
- 4** Donald Palma; 139 Lawsbrook St.; 369-9012 Property Owner
- 3** E&S Mobile; Joe & Bill Soberg; 166 Commonwealth Ave.; 369-2966
- 5** Eclipse; Bradford St.
- 17** Edmund Publications Corp.; 200 Baker Ave.; 371-9788
- 11** Edward Guidoboni Esq.; 1266 Main Street; 369-8181
- 9** Elio's Tailoring; Elio DiBona; 13 Church St.; 369-2284
- 17** Enrollment Collaborative; 200 Baker Ave.; 287-0200
- 12** European Flair; 1220 Main St.; 369-1051
- 12** European Flair; Ricardo Gentile; 1220 Main St.; 369-1051
- 6** F. N. Burt Co.; 66 Junction Sq.; 369-2333
- 16** Gen RAD Inc.; 300 Baker Ave.; 369-4400
- 19** Gold Gym and Fitness Center; 100 Domino Drive; 369-8822
- 3** Golden Egg Thrift Shop; Janet Murphy; 84A Commonwealth Ave.; 369-6580
- 9** Great American Baseball Card Co.; Fred Harris; 53 Commonwealth Ave.;
- 1** Groton Technology; 45 Winthrop St.; 371-1900
- 7** Hartley Johnson Tea Company; Elliot Johnson; 50 Beharrell St.; 369-4190
- 13** Harvard Trust Co.; 1181 Main Street; 369-8860
- 6** Hayes Development Corp.; 54 Junction Sq.; 371-1777
- 3** Henderson Gallery; Jill Henderson; 96 Commonwealth Ave.;
- 7** Hennessey Tae Kwon Do; 50 Beharrell St.;

Note: Numbers correlate to their location within the study area - See Map

- 17 HMM Associates; 196 Baker Ave; 371-4000
- 15 Hudson National Bank; Allyson Phalen; 1134 Main St.; 369-5421
- 1 IVS; 45 Winthrop St.; 371-2600
- 6 J.M. Coull; 48 Junction Square; 371-0700
- 2 John R. Flynn, Inc.; 39C Winthrop St.; 369-2061
- 3 Jones Upholstery; Jack Jones; 114 Commonwealth Ave.; 369-6179
- 13 Jos G. Hamwey's & Son; Robert Hamwey; 1237 Main St.; 371-0277
- 57 Junction Realty; Joe Colins; 63-8 Commercial Wharf, Boston 02110; 617-742-1957 Property Owner
- 7 Junction Travel; Sue O'Neil; 81 Commonwealth Ave.; 369-0750
- 6 Kevin Hurley; 78 Whittemore St.; 369-5035
- 3 LAMCO Assoc.; Marshall Nockar; 101 Commonwealth Ave.; 371-3023
- 9 Latucca Travel; Joe Latucca; 23 Commonwealth Ave.; 369-1662
- 3 Leather Shop; Merrill Weingrod; 152 Commonwealth Ave.; 369-9178
- 0 Locke Pest Control.; Doug Locke; 545 Harrington Ave.; 369-3802
- 15 Main Street Travel; 1150 Main Street; 371-1760
- 7 Mark T. Wendell Co.; 50 Beharrell St.; 369-3709
- 4 Master Dog Grooming; Nancy Young; 107 Commonwealth Ave.; 369-8586
- 4 Maximum Image; Paula Fallon; 105 Commonwealth Ave.; 369-4993
- 12 Middlesex Savings Bank; Anna Wallace; 1208 Main St.; 369-1150
- 3 Minuteman Adjustment Agency; 81 Commonwealth Ave.; 369-1900
- 7 Minuteman Association for Retarded Citizens; 50 Beharrell St.;
- 7 Minuteman Business Resources; 50 Beharrell St.; 371-0012
- 7 Minuteman Printing; Robert Steinman; 20 Beharrell St.; 369-2808
- 6 Moilanen & Nelson; 45 Junction Square; 369-4830
- 15 Montagues' Mobile; Richard Montague; 1112 Main St.; 369-9117
- 17 Motorola Inc; 200 Baker Ave.; 371-9255
- 3 Natural Gourmet; Debra Stark; 948 Commonwealth Ave.; 371-7573
- 3 Needle Arts; Pat Armstrong; Commonwealth Ave.; 371-0424
- 9 Ninety-Nine Restaurant; John Hauser; 18 Commonwealth Ave.; 369-0300
- 9 Ocean Cane; Jay McCamis; 24 Commonwealth Ave.; 369-1600
- 17 Outplacement Intern Inc.; 200 Baker Ave.; 369-0455
- 17 Oxford Instruments; 130 Baker Ave.; 369-9933
- 13 Patriot Ambulance; Maurice Ryan; 48 Thoreau St.; 369-1111 Property Owners
- 7 Patriot Answering Service; Mike Silva; 50 Beharrell St.; 369-8417
- 6 Patriot Heating; Bill Graham; 15 Junction Sq.; 369-3396
- 12 Penguin Video; Mike ; 1204 Main St.; 369-9633

Note: Numbers correlate to their location within the study area - See Map

- 3 Perfect Touch Coiffures; Priscilla White; 120 Commonwealth Ave.; 369-1523
- 16 Peter Kondon DMD; Baker Ave.; 369-9090
- 5 Peter Storm/Atlantic Sport; Geo Haynes; Bradford St.; 371-2070
- 4 Phillips Hardware Co.; Daniel Schmitt; 95 Commonwealth Ave.; 369-3606
- 4 Phillips Realty Trust; 20 Homestead Ave.; Acton; 263-4227 Property Owners
- 6 Photo Resources Corp; Richard McCart; 34 Junction Square; 371-3035
- 16 Physical Therapy Associates; 290 Baker Ave.; 369-0730
- 5 Potting Shed; Rob Starr; 43 Bradford St.; 369-1382
- 17 Purchase Mgt. Ass. of Boston; 200 Baker Ave.; 369-9130
- 3 Robert Swift Marketing; 114 Commonwealth Ave.; 369-6226
- 7 Roy Smith Associates; Roy Smith; 292 GReat Rd.; Acton; 263-0011 Property Owners
- 7 Russell Beede; 66 Commonwealth Ave.; 369-5109 Property Owners
- 7 Saddlery Liquidators; 50 Beharrell Street.; 371-1751
- 6 Scheid & Mara Co.; Bill Scheid/Maureen Mara; 70 Junction Square; 369-9905
- 17 Scientific Visual Association; 200 Baker Ave.; 371-2923
- 16 Shepherd Systems Inc.; 336 Baker Ave.
- 7 Shozan Woodcrafters; Drew Hession; 20 Beharrell St.; 369-2905
- 17 Soft Ware Maintenance and Development Systems; 200 Baker Ave.; 369-73948
- 7 Stepping Forward; 50 Beharrell St.; 371-3115
- 15 Strouse and Noon P.C.; 1150 Main Street; 371-2550
- 4 Swedish Motor Works; 256 Commonwealth Ave.; 369-8220
- 16 Synoptic Products; 336 Baker Ave.
- 1 Tombino Plumbing & Heating; Jack Tombeno; 260 Commonwealth Ave.; 369-9120
- 4 Tony's Tailoring; Tony Blasi; 113 Commonwealth Ave.; 369-4885
- 9 Twin Seafood; 2 Church St.; 371-9030
- 6 Tyrrell Insurance Agency; 77 Junction Sq.; 371-3100
- 3 Unique Botique Shop; 24 Coommonwealth Ave.;
- 6 Vendor Control Service; 68 Junction sQ.; 369-7787
- 4 Village Cleaners; Jack Austin; 13 Church St.; 369-3505
- Walden Radio 1120; Damon Mill Square; 371-3200
- 3 Walden Sandwich Shop; Dave and Heidi ; 92 Commonwealth Ave.; 369-6655
- Water Conservation Systems, Inc.; 9 Pond Land; 369-6037
- 3 West Concord 5&10 to \$1 Store; Maynard Forbes; 106 Commonwealth Ave.; 369-9011
- 3 West Concord Bran, US Post Office; 84 Commonwealth Ave.; 369-4031
- 7 West Concord Dance Studio; 20 Beharrell St.; 369-0126
- 14 West Concord Donut Shop; 1135 Main St.; 369-8737

Note: Numbers correlate to their location within the study area - See Map

**ALPHABETIZED LIST OF BUSINESSES WITHIN THE STUDY AREA 1993 32**

- 12** West Concord Laundramat; 1214 Main St.; 369-8229
- 12** West Concord Liquors; 1216 Main St.; 369-3872
- 12** West Concord Pharmacy; Robert Carr; 1212 Main St.; 369-3100
- 4** West Concord Shoe Store; Carl Hay; 75 Commonwealth Ave.; 369-2430
- 10** West Concord Supermarket; Peter Mandrioli; 24 Commonwealth Ave.; 369-9225
- 12** White Hen Pantry; Rogers Busch; 1224 Main St.; 369 1434
- 17** Winand Chocolate; 45 Beharrell St.; 369-8558
- 7** Wright Business Products; 50 Beharrell St.; 371-3020

Note: Numbers correlate to their location within the study area - See Map

26

**BUSINESSES LOCATED WITHIN WEST CONCORD'S STREET STUDY AREA**

33

Map showing the West Concord area, including streets like Route 2, Route 18, Baker Ave, Main St, and others. The map highlights a specific route (Route 2) and shows various streets and landmarks.

**BUSINESSES LOCATED WITHIN WEST CONCORD'S STREET STUDY AREA**

33

Map showing the West Concord, Massachusetts area, including streets, roads, and a highlighted route (Route 2) passing through the town. The map includes labels for various streets such as Baker Ave, Main St, Brook Road, and others. A thick, dashed line indicates the route of interest, passing through the town center and extending towards the top right. The map also shows a river, a bridge, and several numbered locations (1-18).



## Infrastructure

Infrastructure comprises those things that affect our daily living, such as our drinking water, electricity, sewer, roads, bridges and sidewalks. Many people and organizations work toward providing and maintaining a system of support for these services. The Planning Board, in conjunction with the Planning Department works on design of new roads as well as making recommendations on the purchase of land which may provide such services. The Public Works Commission in conjunction with the Public Works Department is responsible for maintaining the public water and sewer systems, public roads, sidewalks and town owned bridges. Another service that the Public Works Department is responsible for is the disposal of trash, (sludge from the sewage treatment plant), as well as snow and sand from our roadways. The list doesn't end here. The PWD (Parks and Tree Division) is responsible for tree planting, pruning and removal as well as maintenance of town owned parks including litter control. The Natural Resources Coordinator (Dept. of Planning and Land Management) has a conservation crew (for the summer months only) which helps to maintain Conservation land. The Concord Municipal Light Plant provides and maintains our electricity supply.

The following is an overview by topic headings and issues within the study area.

**1. Water Supply** - The town water supply is available to the study area. A few short sections of water main are on the replacement schedule, but otherwise the distribution system is more than adequate. The quality and treatment of water is a town wide issue. Meeting the guidelines set by the State and Federal government is the responsibility of the PWD- Water Division. The water rate is currently at \$1.80/unit for fiscal year 1994. Water system operation expenses are expected to rise because of the Groundwater study and to fund future replacement of old water mains, and implement watershed protection and aquifer programs

**2. General Sewer Capacity** - All sewage from the West Concord area flows to the pumping station on Main St. which was replaced in 1987. It then flows to the pumping station on Lowell Road with its final destination being the Sewage Treatment Plant. The 1984 Sewer Facilities Plan's intent was to identify areas in town which should be on sewer rather than using a on-site septic system. The Plan identified nine areas in town which should be sewerd four of which have been sewerd to date. Two areas within West Concord were identified in the 1984 Plan as potential neighborhoods for sewerding. They are Prairie/Frances Streets, and on, the fringe of the study area portions of Harrington and Main Streets. The design of both the pumping station, force mains, and the sewage treatment plant took these locations into consideration and planned for approx. 45 residential homes, with some leeway on the plus side. You may ask what happens if someone else hooks up that was not planned for? The intent of the Sewer Improvement Fee is to address the cost of improvements that may be



## 2. **General Sewer Capacity** - continued

needed as additional subscribers want to hook up to the line. The current cost is \$11.90 /gal. of flow based on the requirements outlined in Title V, therefore if you want to hook up a three bedroom house at 110 gal. per day per bedroom, it would cost approx. \$3600.00. Construction cost is additional. After the hook-up is completed a subscriber will pay \$8.00 /unit which is the current sewer rate. This rate is expected to increase. This increase is needed. to cover an aggressive program of inspecting and testing sewer pipes as well sealing and lining those that need it to prevent the inflow and infiltration of water, also there was a significant increase in operating expenses when the sewer fund began to be charged for sludge disposal at the landfill

As subscribers come on line various improvements may need to be made, such as in the line, at the main pumping stations, smaller site specific pumping stations or in the treatment plant itself. One area already identified as a potential for limitation from West Concord is the interceptor line which originates at Commonwealth Ave. and follows the Nashoba Brook and Assabet River to the former Exxon Station on Main St. and continues under the river to the pumping station. (This potential for a bottleneck is dependent on flow and the size of the pipe.) Special permitting may be needed to address this section of the line therefore requiring approx. 1 yr. of planning.

MCI has its own wastewater treatment plant which in addition to the main prison facility serves the Northeast Correctional Center, the State Police barracks, the Massachusetts DPW building, and the White and Green row houses. A new MCI treatment plant is currently under construction. The town has had some discussions with MCI about combined sludge management and other areas of common interest regarding wastewater treatment.

In the Industrial Park the General Radio Corp. is partially sewered. Gen Rad paid for a line under the Assabet River therefore the sewer connection originates there. Any subscriber who would like to hook up has to get an easement from General Radio, as well as pay a sewer improvement fee, construction costs, and a user fee.

Periodic Review and Maintenance of our sewer lines should be a planned expense. We may want to consider this as a recommendation.

**3. Bridges** - Two of the three bridges in the study area are Town owned. They are the Pail Factory Bridge on Commonwealth Ave. and the Pine St. Bridge. Both have recently been inspected under a state program and are structurally sound. The Pine St. Bridge has a maximum load limit, but that is due to design not condition. The Pail Factory Bridge can handle statutory loads. The bridge on Main St. over the Assabet River is state owned, and has no load limit.

**4. Roadways-** A street by street survey of the Study Area conducted in Phase II of the West Concord Study was done at the closing of winter. It was

#### 4. **Roadways-** continued

remarkable that the study areas roadways weathered much better than other areas in Concord. However Winthrop St. was very much in need of repair and will be rehabilitated as part of the roads program this summer.

Additionally line painting was performed this spring as part of the annual maintenance program. Improvements are still needed to define road edges and improve traffic flow. The Town has not yet taken over ownership of the Baker Ave. extension from Baker Ave. to Hillside Medical. This is expected to be addressed at the 94' Town Meeting; additionally this section needs to be rehabilitated to bring it up to standard to Baker Ave. and the section at Rte. 2. Discussion of new areas for access roadways or pedestrian walkways is a part of the Circulation component of this study.

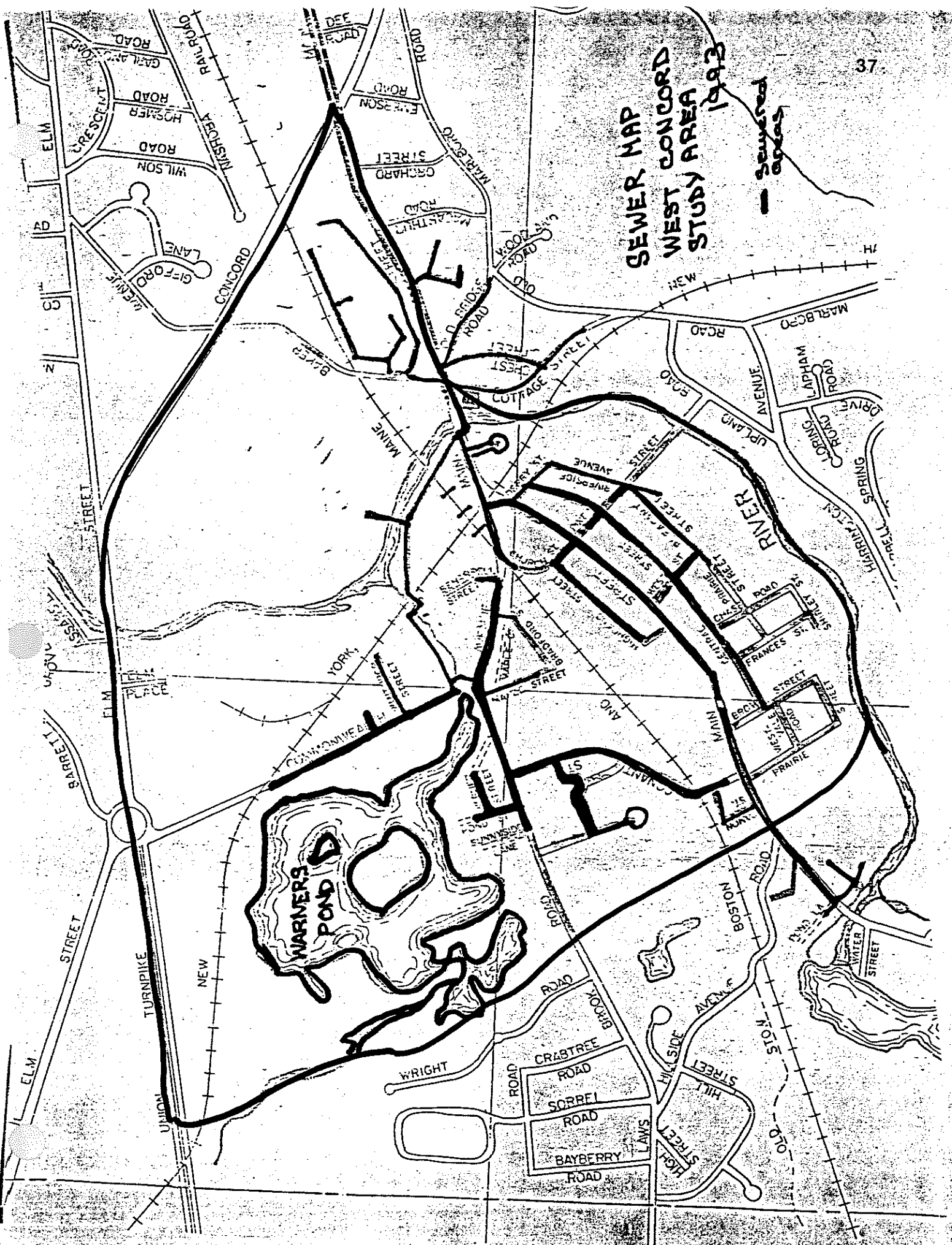
**5. Sidewalks-** In the street by street survey done during Phase II of the study it was observed that sidewalks are quite well established in most areas within the Study Area. Some sections of sidewalk may be in need of rehabilitation or new construction but a use analysis should be done before investing with a priority given to major pedestrian circulation patterns. The entire sidewalk network needs to be reviewed for handicap accessibility. Focus areas identified as problematic and costly are Main St. /Assabet River Bridge-need for wider walkway, Pine St. Bridge sidewalk (high and narrow with deterioration from flooding), need for a pedestrian bridge linking Baker Ave. to W. Concord Center.

**6. Electricity** - The Concord Municipal Light Plant has a program to assist residents who would like to put their electrical service to their home underground. This policy is part of the follow up from the Town Meeting vote to eventually have all the Towns electrical wires placed underground. Service has been placed along Bradford St. and during the course of this study cable was placed underground across Commonwealth Ave. This effort will be ongoing within the study area as time and monies allow.

**7. Snow Dump** - The PWD is no longer dumping snow at the Boston Gas site near the Assabet. The PWD has an informal arrangement with MCI to store snow at the end of Elm Place, behind the medium security prison. They used it this past winter for the first time. The planned DPW facility at the Route 2A site does not have adequate space for snow storage, the MCI location is crucial to our needs at this time. It is our understanding that the Landfill Task Force has taken responsibility for recommending some solutions relative to snow and sand disposal.

**8. Sludge** - Although sludge from the sewage treatment plant is a town wide issue it bears mentioning here because MCI has its own treatment plant and is currently trucking their sludge out of town for disposal. We are placing our sludge in the sanitary landfill. The Town and MCI frequently have common needs. The disposal of sludge is yet another area where cooperation may provide some solutions to our common and our different problems.

JDP



SEWER MAP  
WEST CONCORD  
STUDY AREA  
1993

— Sewered areas



## **Housing**

### **Overview**

West Concord contains some of the most diverse forms of housing in the Town of Concord ranging from large Victorian homes to modern condominium developments. The area closest to the center of the business district is dominated by single family homes on 10,000-20,000 sq. foot lots that were built at the turn of the century. The architectural style is called "vernacular architecture" which is a mix of New England farmhouse with more elaborate styles typical of the Victorian era. The pattern of small lots with sidewalks and rear yard garages is typical of small town communities that relied on public transportation rather than the car. Scattered among the mixes of homes are duplexes that were built prior to the 1950's. The new housing in West Concord was primarily built in the 1970-80's with the development of large condominium and apartment projects. The newer housing development designs are oriented internally around central shared parking and private streets rather than externally to the rest of the community of West Concord. Although the housing is generally a higher density and a different pattern than the rest of the neighborhood, it is tucked away and does not appear intrusive to the community.

The housing challenge in West Concord is to maintain the diversity and pattern of the existing homes, to optimize the use of existing buildings for affordable housing, and to take optimum advantage of the few remaining suitable parcels that could be developed for new housing.

### **Boston Gas Site**

#### **Issue**

The Boston Gas site creates a significant challenge and opportunity for development. At 7.79 acres, it is one of the largest parcels of undeveloped land in West Concord and is located near the historic junction and at the center of the commercial community. Because the site is tucked behind other uses it presents a visibility and identity problem for any potential users. Its boundary along two major waterways creates an attractive environmental setting that is more suitable for housing than industrial use but it also creates a safety concern for the potential residents. The other two sides of the site adjacent to the Industrial area of Beharrell Street, the train track and parking lot, create both visual barriers and noise problems that must be overcome when designing a housing development on the site. The lack of direct access off a public street is the most challenging problem and will require easements across the parking area, train track or through Beharrell. A report which provides a more detailed description of the Boston Gas site and the issues facing any potential development is available in the committee files.

#### **Considerations**

One of the purposes for acquiring the Boston Gas site in order to effectively use it for housing should be to create affordable housing whose residents can take advantage of easy access to public

transportation and commercial services in West Concord. Another purpose should be to take advantage of the centrality of the site and a need for the focal point in West Concord that would make the site and the river more visible to the public. In keeping with findings from other studies, a park adjacent to the river would create a green space and rest area for the community to enjoy. A small common can help to buffer the area adjacent to the train depot and possibly create more parking for the town.

Access considerations should be addressed. There could be two access points to the site that accommodate a phased road system. The first phase should be through the present easement from the MBTA parking lot. The second phase would involve the abandonment of the freight line and a crossing to the Industrial area at Beharrell St. (A map indicates the proposed access is on file).

The most appropriate residential uses for the site require more analysis. More detail of the feasibility of the alternatives described in the chart are available. The following is a description of three alternatives described of varying densities and target populations to consider: Alternative A-Small Family; Alternative B- Mixed Family and Elderly Housing; Alternative C- Elderly Rental Housing

HOUSING ALTERNATIVES FOR BOSTON GAS SITE			
Parameters	Alternative A Small Family	Alternative B Mix	Alternative C Elderly
Number of Units	26	34	42
Bedroom Mix: 1br/2br/3br	10/16/0	10/16/8	42/0/0
Average Size of Unit	1,100 sf	1,100 sf	700 sf
Total Building Area	28,600 sf	37,400 sf	36,750 sf
Parking Ratio Needs	2 spaces/unit	2 spaces/unit	20%common area 1 space/unit
Total Parking Spaces	52 spaces	68 spaces	42 spaces
Income Mix Targeted: Moderate - 100-120% Median Low - 80% Median	80% Moderate 20% Low	80% Moderate 20% Low	80% Moderate 20% Low
Tenancy	Ownership	Ownership or Rental	Rental

Note: The appropriate number of units has not been determined. The above chart has been presented for illustrative purposes only.

**Issue**

The White Row Houses on Commonwealth Avenue adjacent to the MCI prison are a "gateway to the westerly side of Concord" and have often been referred to as "The White Ladies. They were formerly homes to families of correctional officers working at the reformatory. There are ten identical double houses built in the late 1800's but they were taken out of use in the 1970's. The homes have historic significance and are listed on the National Register of Historic Places because of their uniformity and because they represent a rare example of state built employee housing". Only seven remain in various stages of abandonment and neglect. One building is currently being used for offices by the Department of Corrections and another is under consideration for use. The continued neglect of the buildings poses a safety hazard and an eyesore to the the entrance to the westerly area of Concord

The buildings are located on approximately 3.5 acres, of which two acres to the rear of the houses could be used for new development. A 1980 study indicated that the buildings are in excellent structural condition. The architect for the White Row Task Force found that no substantial deterioration had occurred since then but that the buildings need extensive repair and replacement of all plumbing, electric, and heating systems. The site is served by Town water and is connected to MCI's sewage treatment plant.

**Considerations**

A Task Force, commissioned by the Board of Selectman studied the feasibility of reusing the existing buildings for housing and concluded that the seven structures could be converted to a range of 14 to 24 units of affordable housing by dividing the five duplexes into quadraplexes and keeping the flats as two-unit apartment structures.

The Department of Corrections has not declared the houses or site as surplus. Renovation for affordable housing purposes will require significant financial subsidies.

**Undeveloped Sites**

In spite of the age of housing in West Concord and the presence of many new condominium and apartment complexes in the area during the 1970's and 1980's there are still a few large parcels of land which could be developed. All of them privately owned and are zoned for residential use. The individual owners were not contacted to assess their long term plans for their parcel nor were the environmental constraints or open space needs analyzed. however, the sites indicate that there is potential for more housing in West Concord if these parcels are to be developed. Even if the sites are developed privately they may also be a source of affordable housing under the Inclusionary Zoning provisions. Development should be guided to achieve the pattern and diversity of the town.

1. *Lawsbrook Road*- There is a large parcel adjacent to Wedgewood Common and Town land. There are wetlands but there is also a significant area that is suitable for residential development. Access is directly off of Lawsbrook Rd.

2. *Main St. and Highland St.* - There are nine acres of contiguous area comprised of three parcels of land . There are two homes on the site but the parcels are zoned Residential C which would allow 10,000 square feet per unit. Street access is from Highland Street and Main Street. The northern boundary of the area is the railroad track.

3. *Riverside Avenue* - This is 2.28 acres on two continuous L-shaped parcels on Riverside Ave. adjacent to Town conservation land on the Assabet River. One of the parcels fronts on Riverside and has a single home. It is also zoned residence C.

4. *Assabet and Old Marlborough Road* - There is a 5.22 acre parcel It is zoned residence B (20,000 sq. ft.). The site has access off a parcel on Upland Road. There is no direct street frontage on Old Marlborough Road. The triangular shaped parcel is also bound by the abandoned railroad line and the Assabet River. There are substantial wetlands on the site which would limit the number of units allowed.

5. *Prison Land* - There are approximately two acres of triangular shaped land to the rear of the White Row houses along Commonwealth Ave. It is zoned residence B. The western edge of the site borders the Lowell to Sudbury line.

6. *Warners Pond Land* - There are 4.9 acres of undeveloped land along the edge of Warners Pond behind the White Row houses. Access is along a private dirt road from Commonwealth.

### **Mixed Use Housing**

The commercial district along Commonwealth Avenue contains the classic example of 3-4 story commercial buildings that incorporate ground floor retail with upper level apartments. The West Concord 5 & 10 building is a good example of the kind of mixed use that many communities are trying to bring back to their commercial districts. This form of housing is usually rental or provides housing for the owners of the store below. By it's nature it is a form of affordable housing that can enhance the character of the building, streetscape, and provide built-in customers to support the business uses, As long as parking and other issues can be adequately addressed.

### **West Concord Information on Existing Housing**

The Concord Housing Authority has shared information on their experience with rehabilitation work to existing housing in the West Concord area. Please see attachment (6 - 93) from Julia Leavy, Housing Authority, Director.



## **Elderly Housing Need**

### **Issue**

The West Concord area is home to the Council on Aging which uses the Harvey Wheeler Center to provide services and programs for the elderly of Concord. According to the 1990 census, there were 2,266 residents of Concord who were over 60 years in age which represents 13% of the town's population. Of this 513 live alone. Approximately 15% of elderly residents are 85 years or older.

Subsidized elderly housing is provided through the Concord Housing authority which has 88 units at Everett gardens and Peter Bukley Terrace. There is no special form of housing for elderly in the West Concord area. Most of the elderly remain in their homes which require maintenance and up keep which may be beyond the capabilities of some seniors living alone.

There are 13 West Concord seniors who received a Clause 41 C Exemption for 1993. Clause 41 C permits local assessors to grant total or partial deferrals from real estate taxes to persons 65 or older who sign a "tax deferral and recovery" agreement with the town. The exemption can help senior citizens stay in their homes.

According to Concord Family Service, there are a large number of senior citizens living in their homes in West Concord who may be willing to leave their homes if they were able to stay in their own neighborhood. Many will need some form of assisted living. Some of these seniors "fall through the cracks" because their income or assets are too high to qualify for CHA. Another issue is the need for more affordable residential care facilities. One such high end facility is planned by Deaconess called Newbury Court. It will open in September 1994 and will require an entrance fee of \$200,000 to \$400,000.

### **Considerations**

Seniors in West Concord are in a prime location to obtain most of the services they needed within walking distance of their homes. They may need support from the community in the form of home maintenance, repair and health care provisions to be able to stay in their homes.. Those who would like to get out of their larger homes need alternatively sized and affordably priced housing nearby so they do not have to give up their community and friends.

## Possible New Goals

## Previous Goals / Objectives

## Issue

<p><i>Boston Gas Site</i></p> <ul style="list-style-type: none"> <li>• 8 acre site in the middle of WConcord adjacent to two rivers.</li> <li>• No street frontage, lack of visibility of the site.</li> <li>• Bordered by train station and Industrial area of Beharrel Street.</li> <li>• Possible hazardous materials on site, 21E study is needed.</li> <li>• Walden Woods and TPL are willing to purchase property for affordable housing.</li> </ul>	<p>Town Common Proposal</p> <ul style="list-style-type: none"> <li>• Create a town common or grass area along the Assabet River</li> <li>• Provide canoe access to the river</li> <li>• Provide a trail on the high bank along the river.</li> <li>• Allow 22 units of affordable housing</li> </ul> <p>Walden Woods/Trust for Public Land</p> <ul style="list-style-type: none"> <li>• Purchase a site, identified by the town, that the town can use for affordable housing to replace the 42 units that were not built on the Walden property.</li> </ul>	<ul style="list-style-type: none"> <li>• Develop the Boston Gas site for affordable housing that will include a mix of elderly or family units to serve low and moderate income persons.</li> <li>• Incorporate open space in the form of a park area adjacent to river.</li> <li>• Provide visual and public access to the river</li> <li>• Maintain a 100 foot setback along the upper bank with a trail that connects to Warners Pond.</li> <li>• Utilize a phased circulation plan to access the site so that it can be developed as other development occurs on Beharrel Street and the railroad spur.</li> <li>• Relocate the Boston Gas facility to another site because of its incompatibility with the new development</li> </ul>
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Issue	Previous Goals / Objectives	Possible New Goals
<p><i>White Row Houses</i></p> <ul style="list-style-type: none"> <li>• 7 residential buildings owned by the State Dept of Corrections have been unoccupied and boarded up for many years.</li> <li>• One of the buildings has been converted to office use by DC.</li> <li>• Condition of buildings presents a safety hazard and visual blight to the West Concord community.</li> <li>• The prior use, design, and uniformity are of historical significance to the town and the state.</li> </ul>	<p>White Row Task Force</p> <ul style="list-style-type: none"> <li>• Acquire White Row buildings and rear property from State Dept of Corrections.</li> <li>• Rehab 7 bldgs for 14-24 units of affordable housing.</li> </ul>	<ul style="list-style-type: none"> <li>• Restore the White Row buildings to some practical use or tear them down so as to eliminate the visual blight and potential safety hazards resulting from continued neglect and abandonment of the buildings.</li> <li>• Preserve the White Row Houses for reuse for affordable housing in keeping with their historical character as recommended by the Task Force.</li> <li>• Consider using the White Row housing for special needs groups, such as transitional housing or the mentally disabled, that could be supported by service agencies</li> <li>• Utilize land behind the White Row for new housing development.</li> <li>• Consider reusing the Green Row buildings by moving them to a suitable site for housing if they are to be torn down by the state.</li> </ul>

## Possible New Goals

## Previous Goals / Objectives

## Issue

- Utilize suitable publicly owned land for housing, such as Thoreau School and Town land on Lawsbrook Rd.
- Identify privately owned land for residential use that could include affordable housing.

### Identify Undeveloped Sites for Housing

- Surplus land at Thoreau School at the end of Riverside Ave.

### Private Parcels Zoned Residential

- \_\_\_\_\_ parcel on Lawsbrook Rd adjacent to town conservation land

- 9 acres on three parcels on Main St. at the end of Highland Ave.

- 2.28 acres on two parcels on Riverside Ave adjacent to Town conservation land

- 5.22 acres along Assabet and railroad right of way near Old Marlborough Rd.

- 2 acres behind the White Row Houses owned by the DOC

- 4.9 acres on Warner's Pond

Issue	Previous Goals / Objectives	Possible New Goals
<i>Mixed-Use Housing</i>	<p>Zoning By-law</p> <ul style="list-style-type: none"> <li>• Combined business/residential use may be permitted on same lot if the unit is part of the structure.</li> <li>• Open space must be two times the gross floor area of residential portion.</li> </ul>	<ul style="list-style-type: none"> <li>• Continue the pattern of ground floor retail space with residential above along Commonwealth and Main St.</li> <li>• Consider allowing housing as part of a mixed use industrial district on the Bradford Furniture site.</li> <li>• Modify Zoning By-Law to encourage more housing in West Concord by:               <ul style="list-style-type: none"> <li>- Eliminating open space requirement in mixed use area in West Concord.</li> <li>- Parking requirement should be based on one space per unit.</li> </ul> </li> <li>• Consider allowing live-work space in Industrial Zone on Beharrel St</li> </ul>
<i>Condition of Existing Stock of Houses</i>	<ul style="list-style-type: none"> <li>• Aging homes with lead paint or asbestos shingles</li> <li>• Duplex and small multifamily units</li> <li>• Large condo/ rental projects</li> </ul>	<ul style="list-style-type: none"> <li>• Preserve the character and improve the condition of older housing in West Concord.</li> <li>• Respect the pattern and character of surrounding neighbors for all new infill housing and remodeling.</li> <li>• Continue to encourage the mix of housing type in West Concord through zoning.</li> <li>• Make information available about deleading programs or low interest loans for hazardous material removal.</li> <li>• Continue to allow duplex units to be scattered among the single family homes through division of larger home into two units, or the conversion of an auxiliary building to residential use</li> </ul>
<i>Reuse of Existing Buildings for Housing</i>	<ul style="list-style-type: none"> <li>• Bradford Furniture Bldgs and site may be useable for residential or mixed use development.</li> </ul>	<ul style="list-style-type: none"> <li>• Create more opportunities for housing in West Concord by reusing existing buildings.</li> <li>• Consider rezoning the Bradford St. area for residential use if an alternate retail use can not be found.</li> <li>• Determine the feasibility of reusing the existing buildings for multi-family residential use.</li> </ul>

June 29, 1993

HOUSING

Phase II

West Concord Study

Possible New Goals

Previous Goals / Objectives

Issue

*Need for Senior Housing*

- Need for senior housing in West Concord so elderly can move out of their homes but remain in the community.

- Provide elderly housing alternatives in West Concord.

- Assist elderly residents in maintaining their homes in safe and sanitary condition.

- Create elderly housing rental housing in West Concord so that seniors can move out of their home but not out of the community.

# CONCORD HOUSING AUTHORITY

115 STOW STREET  
CONCORD, MASSACHUSETTS 01742  
508-369-8435  
TDD 1-800-545-1833 EXT. 173

## MEMORANDUM

TO: Toby Kramer  
FROM: Julia Leavy  
SUBJECT: West Concord Information on Housing

The Concord Housing Authority is nearing completion of a comprehensive modernization of its federal public housing units which consist of one, two and three family units in scattered sites throughout the Town of Concord. Eight of the Twelve total units are located in the West Concord area.

The Concord Housing Authority has spent over \$ 800,000 modernizing eleven of the twelve properties. Due to the structural failure of one of the properties located on Upland Road, the Concord Housing Authority has a request pending with the U.S. Department of Housing and Urban Development to demolish and replace the unit on its existing site.

The modernization work performed was necessary to remove all Sanitary and Building code deficiencies and to delead the properties to comply with the Massachusetts Lead Paint laws. The age of most of the properties, particularly in the West Concord area, average around 70 years old. The substantial modernization work was designed to extend the useful life of the properties for an additional 30 years. The properties contained the original horsehair plaster which was deteriorating and needed to be replaced. Some properties had no insulation and the mechanical systems in all the properties needed to be upgraded and in many instances replaced.

A sampling of the work performed includes replacing the older knob and tube wiring and main electrical panels, replace lead pipe drains and water supply lines, removal of asbestos material on heating systems and piping and removal of all lead paint on the properties. Older shared steam heating systems were replaced with individually controlled forced hot water by gas baseboard heat. Deteriorated roofing was removed, and the original roof boards were covered with plywood and new fiberglass shingles and gutters were installed. For energy efficiency and compliance with lead paint laws, older wood windows were replaced with new solid vinyl replacement windows with insulated glass.

As an example, the costs associated with essentially doing a gut rehabilitation of a duplex unit, consisting of two-three bedroom units was \$104,099 and a single family two bedroom home was \$53,316. (Details below)

#### Duplex Unit

Demolition	\$ 9,800
Siding	14,925
Roofing	9,400
Electrical	5,027
Plumbing/Heating	11,940
Wallboard	11,800
Carpentry	17,602
Flooring	10,400
Painting	7,249
Deleading	2,500
Miscellaneous	<u>3,456</u>
Total	\$104,099

#### Single Family--2 Bedroom

Demolition	\$ 3,500
Deleading	7,800
Asbestos Removal	1,250
Plumbing/Heating	18,781
Wallboard	2,900
Electrical	3,037
Painting	2,640
Carpentry	8,225
Masonry	525
Flooring	3,500
Miscellaneous	<u>1,158</u>
Total	\$ 53,316





## OPEN SPACE AND RECREATION

Many natural resources exist within the study area defined by the West Concord Study Committee. The resources are most visible as the open and natural spaces which include the Reformatory Farm fields, the Assabet River, Warners Pond and Nashoba Brook with their wetland and floodplains, Rideout Field and as the small special spaces, such as Kenny Dunn Square and Junction Park. These natural areas balance and compliment the man-made elements made up of the railroad, business and residential developments. Together they uniquely define the feel and sense of place for West Concord and its Center. This study recognizes that protection and management of these recreation areas, the open spaces and other natural resources are critically important to the continued success and vitality of West Concord and particularly to its Center.

### Open Space

#### Large Open Spaces near Center

Many significant large undeveloped areas are within the West Concord Study Committee area of concern and along its perimeter. These natural areas include such areas as the reformatory fields, the wetlands and floodplains along the Assabet, frontage and islands of Warners Pond, and the Boston Gas river frontage. Some of these areas are publicly owned, many not, the openness of some is protected, but it is not for most. In most case the open and natural condition exists because of weak or transitory effects such as zoning limitations or development cost constraints. These open lands contribute in a very important way to the fabric and vibrancy of West Concord in general and most particular to the Center. This study points out the importance of protecting and preserving them for the West Concord community and the Town as a whole.

#### Public Access to Small and Special Open Space Areas

In addition to the large open lands, several small open areas and parks lie within the West Concord Study area that should be included as public spaces. The most important areas are at Main Street at the Assabet River, the abandoned Railroad going towards Sudbury, along the

perimeter of the Boston Gas Site, and the Warners Pond Damsite. Existing open and natural small and special areas need continuous care.

#### Connecting Corridors Between Open Areas

Also, this study identified several connecting corridors between large open space areas that need to be protected from development. The Concord Open Space Plan clearly points out the many values for such corridors. In the West Concord study area the major linking corridors are determined by the river, brook and the right-of-way of the railroads.

#### Scenic Vistas

This study identified the need to identify, protect and develop for public benefit the scenic vistas within the study area as an important issue. Within the West Concord area the Assabet River, Nashoba Brook, Warners Pond, its dams site and Reformatory farmland all provide many significant viewsheds of natural areas.

### **Water Resources**

The West Concord Study Area has a great collection of natural water resources including the Assabet River, Warners Pond, Nashoba Brook and their streams and tributaries. Like water Resources everywhere their value to a community is now being rediscovered. These resources need protection and need to be managed for the public good and be an asset for the community.

#### Assabet River

The Assabet River is the primary natural feature and should be controlled and managed for maximum public benefit. Through the combined efforts of the State and private river protection organizations such as OAR (Organization of the Assabet River) the pollution levels are down and the Assabet is coming back to life for recreational use. As the water quality improves the recreational values, both active and passive, of the river grow. At the same time the West Concord community and others now realizing that the Assabet is should be a prominent defining feature of West Concord Center.

### Warners Pond

Warners Pond is a large and natural water body located at the edge of West Concord Center. The pond and its islands should be managed for the public benefit. Other main issues developed during this study concerning Warners Pond involve water quality, development encroachment and public usage.

### Flood plains and Wetlands

Besides the Assabet River and Warners Pond there are many other water resources within the West Concord Study Area and its perimeter that need continuous protection of their wetland and flood plain values. Prominent among the other waterbodies are Nashoba Brook, Ponds at Concord Green and its outlet brook.

## **Passive Recreation**

### Lowell-Sudbury Railtrail Bikeway within West Concord

The abandonment of the Lowell-Sudbury Railroad provided the State with the opportunity to provide a bike railtrail along the old railbed. This study found very strong support for this 'rail to trail' conversion and in particular for the opening for biking the section within West Concord. Several important issues need to be addressed. These include the Route 2 crossing, the Assabet River crossing and the existing continued low scale use of the roadbed by trains.

### Walking Trails

The banks of the Assabet River as well as other areas located within the West Concord study area present ideal space for developing walking paths. This study found strong support for such a trail system. These trails would wander through wooded and open spaces and present excellent views of the River. These trails are readily accessible from the Center and lead to Route 2, Pine Street Warners Pond and many other interesting places. Development of this trail system will require access to non public land

### Access to Natural Sites

Public spaces should be readily accessible and should be well signed. Trail system should be designed and developed and clearly marked.

Consideration for providing handicap facilities provided. Most areas within the study area need some or all of these improvements.

## **Recreational Sites**

Active sports, including baseball, basketball and soccer, are strongly supported by the West Concord community and adequate facility for them exists. River related actives such as canoeing are lacking facilities and this was identified as a need that should be addressed.

### Sports Fields

West Concord has an adequate collection of active recreation facilities within its boundaries. Since sport field needs regularly go up and down there are times when more facilities are needed. However this need can be met on a townwide basis. Maintenance of Rideout Field is a continuing need.

### Assabet River Canoe Launching Facility

An important recreation feature lacking in West Concord is canoe access to the Assabet River. The Study identified a strong need to locate a site for canoe related facilities, with consideration to parking, easy access and seasonably open water.

## **Agriculture**

West Concord, and particularly in and around the Center, has had a long history of farming. Today these are gone but the Reformatory Farm fields are still in full use. It is important to insure the continued use active productive agriculture. Agriculture like the other commercial actives in the study area is a necessary component for preserving the vitality and the character of the West Concord.

### Reformatory Farmlands and Fields

The Reformatory Field, presently protected only by a letter of agreement between the Town Selectmen and Department of Correction Officials, need to be preserve in their present agricultural use. They are very important to the open and rural character of the Town and can easily be lost.

Community Garden Program

There is an active and stable use of the Community Gardens provided by the Town on land beyond Cousins. Additional plots could be made available if needed.

Other Agricultural Actives

It is important to actively encourage agricultural actives in all forms within the West Concord to preserve our past heritage and to balance the high development density with open rural areas.

**Extant Wildlife and Flora**

For well over a hundred years Concordians and other naturalist have been wandering the Town recording and cataloging the Town's plant, wildlife and insect communities. The Natural Resources Commission and many other groups continue this task. Because there is so many diverse habitats are located within the West Concord Area protection of plant and wildlife needs to be considered.

Workbook For West Concord Study Committee (Phase II)

ISSUES/PROBLEMS	GOALS	OBJECTIVES	ACTION
<b>Open Space</b>	A. -Protect Existing Large Open Space near Center	1. Secure Ownership / Easements / Restrictions on MCI Concord Open Space. 2. Secure Ownership / Easements / Restrictions on GenRad Open Space. 3. Protect Shoreline & Islands of Warners Pond.	TBD
	B. -Provide Public Access to Small/Special Open Space Areas	* 1. Preserve Open Space along Assabet River at Main Street. 2. Improve Open Space at Warners Pond Dam site. 3. Hemlock Grove @ RR & Highland St.	TBD
	C. -Provide Connecting Corridors Between Open Areas	1. Secure OpenRiver Frontage along the Assabet River. 2. Secure Sections of RR Right-of-Way as Natural Corridor	TBD
	D. -Provide & Protect Scenic Vistas.	* 1. Identify Significant views & Vista within West Concord Area. 2. Open Up Views of Assabet River from Center. 3. Open Up Views of Warners 4. Develop Park at Warners Pond Dam site. * 5. Develop Overlook at confluence of Assabet River & Nashoba Brook.	TBD

Workbook For West Concord Study Committee (Phase II)

ISSUES/PROBLEMS	GOALS	OBJECTIVES	ACTION
<b>Passive Recreation</b>	A. -Provide the Lowell-Sudbury Railtrail BikeWay within West Concord	1. Secure Bikeway Right-of-Way	TBD
		2. Work with State to construct Bikeway	
* B. -Provide walking Trails along Assabet River		1. Secure Easement and Public Access Rights	TBD
		2. Interconnect Trails with Center & each Other.	
C. -Provide easy walking access to valuable Natural Sites.		1. Provide walkway in and around Warners Pond.	TBD
		2. Provide Obvious and Convenient access to Town Owned Conservation Lands.	

\* West Concord Center Study, 1983



Workbook For West Concord Study Committee (Phase II)

ISSUES/PROBLEMS	GOALS	OBJECTIVES	ACTION
<b>Water Resources</b>			
A. - Protect Assabet River		1. Town control of river frontage wherever possible.	TBD
B. - Protect Warners Pond		1. Optimize Water Quality 2. Watershed Protection	TBD
C. - Protect Nashoba Brook, Local Streams and Brooks		1. Prevent Encroachment and protect adjacent Wetlands & Floodplains. 2. Keep Freeflowing	TBD
D. - Protect Floodplains and Wetlands		1. Enforcement of Town and State Regulations 2. Delineate Floodplains & Wetlands	TBD

# Open Space and Recreation

## Workbook For West Concord Study Committee (Phase II)

ISSUES/PROBLEMS	GOALS	OBJECTIVES	ACTION
* <b>Recreational Sites</b>	A. -Provide Assabet River Canoe Launching	1. Provide Launch site at Pine Street 2. Provide Launch Site of Baker Street	TBD
	B. -Maintain & Enhance Sports Fields	1. Improve Parking Facilities 2. Restore/Improve Perimeter Tree & Landscaping 3. Maintain Field Playing Condition	TBD

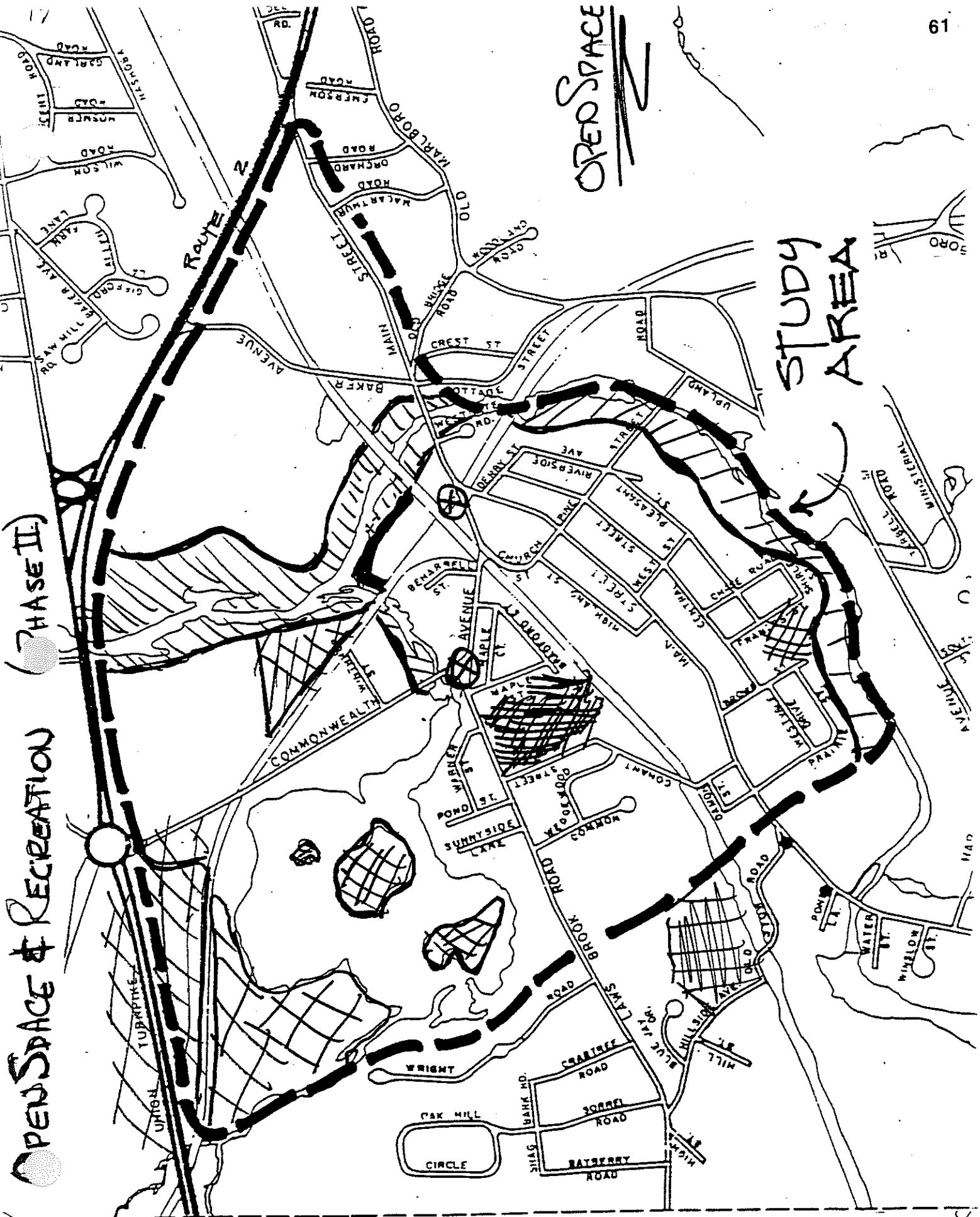
\* West Concord Center Study, 1983

Workbook For West Concord Study Committee (Phase II)

ISSUES/PROBLEMS	GOALS	OBJECTIVES	ACTION
Agriculture	A.-Protect Reformatory Farmlands and Fields	1. Secure protection via Conservation / Agricultural Restrictions	TBD
	B. -Support Community Garden Program	1. Support & Encourage expanded usage	TBD
	C. -Encourage agricultural In West Concord.	1. Encourage Agriculture at Westvale Meadows.	TBD

Workbook For West Concord Study Committee (Phase II)

ISSUES/PROBLEMS	OBJECTIVES	GOALS	ACTION
Plant & Wildlife	A.. -Protect Extant Wildlife and Flora	1. Document areas of Important habitat 2. Document location of significant species	TBD



OPEN SPACE

STUDY AREA

OPEN SPACE & RECREATION (PHASE II)

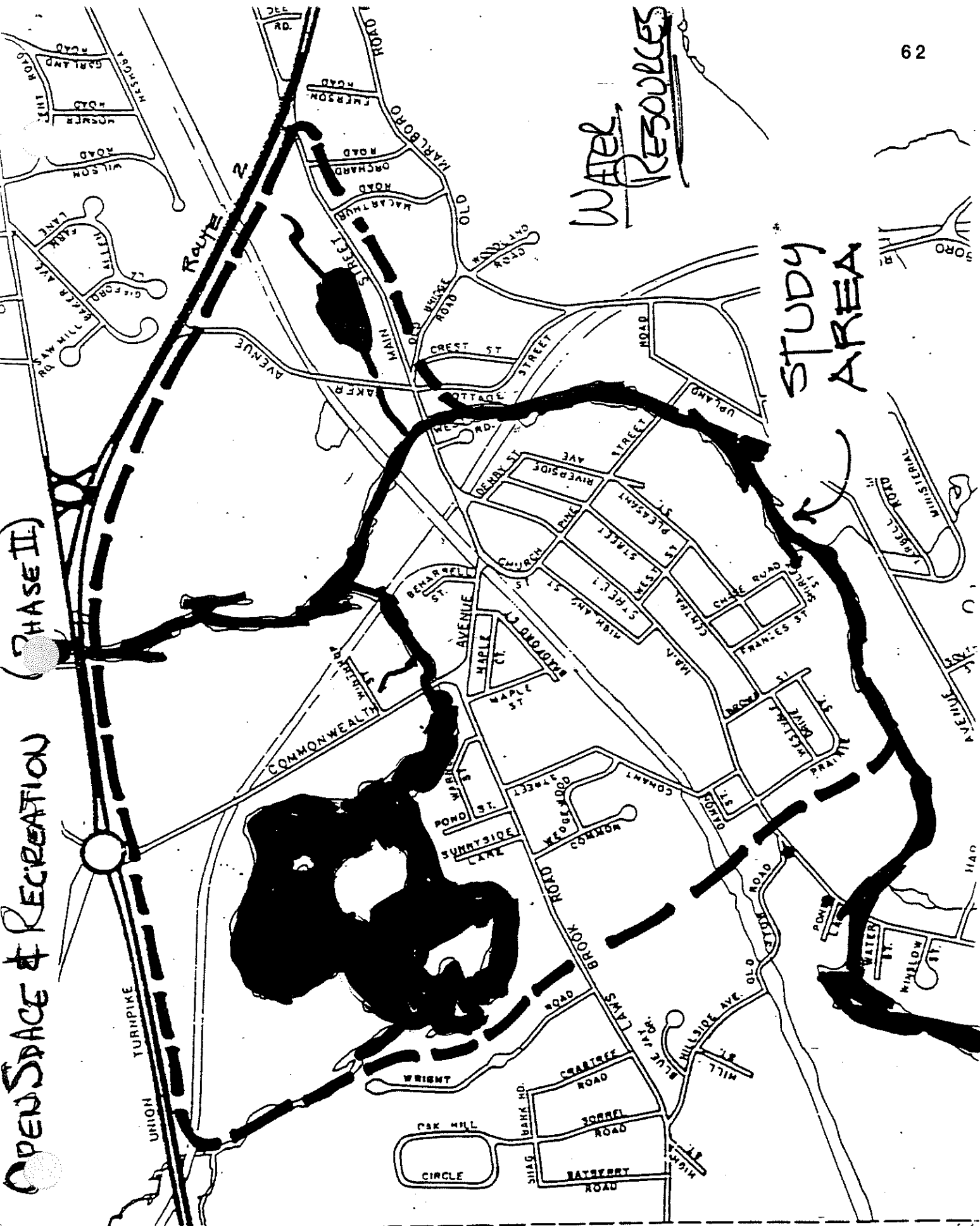
TOWN OF ACTON

8-6

## OPEN SPACE & RECREATION (PHASE II)

# Water Resources

# STUDY AREA

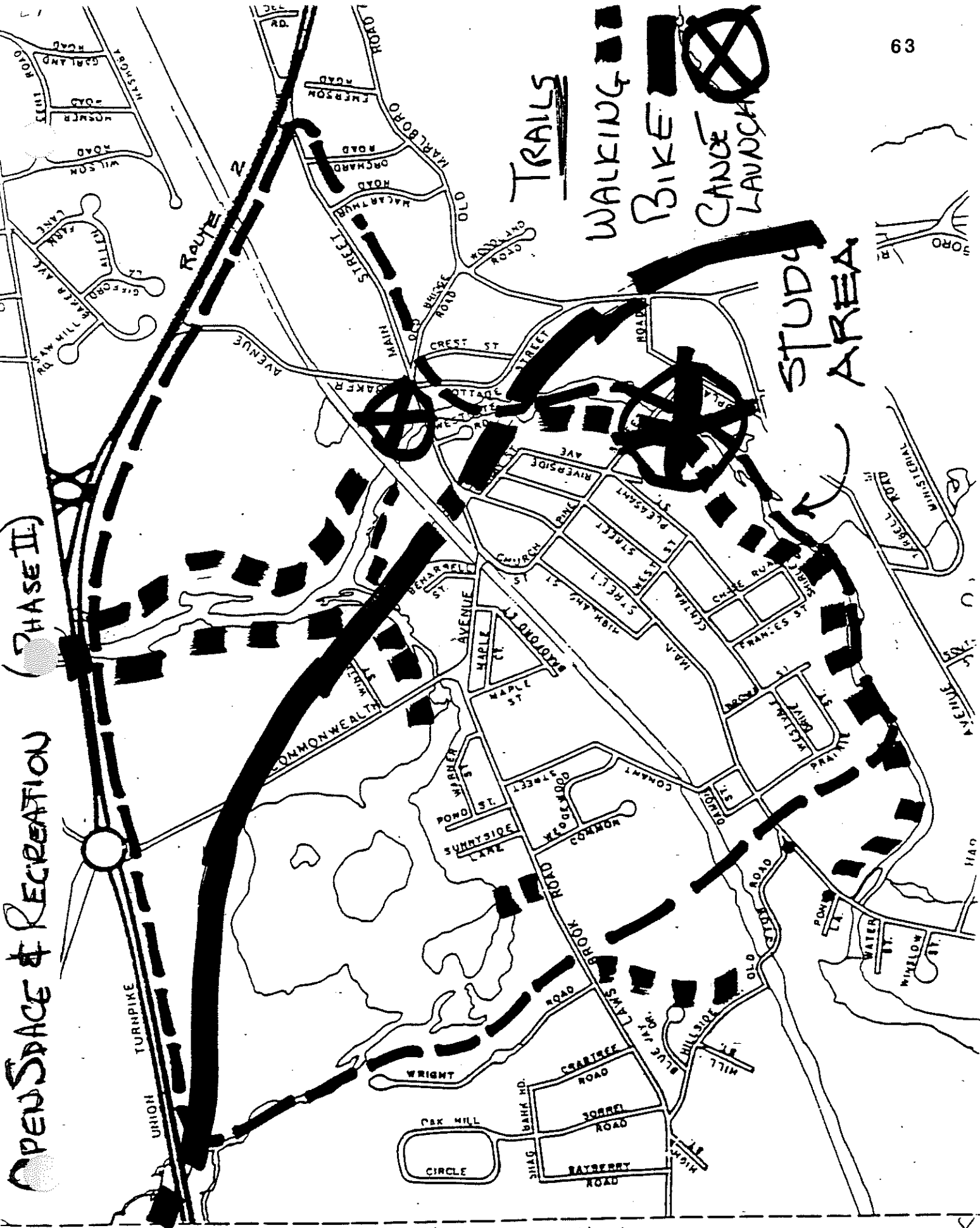


TOWN OF ACTON

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# OPEN SPACE & RECREATION

(PHASE II)



TOWN OF ACTON

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## Historic Preservation

The West Concord Study Committee recognizes that Historic Preservation has been seen as an important goal by past and present studies of West Concord.

Indeed this is rightly so, because West Concord is a fascinating microcosm of New England town development, encompassing several trends in one small and compact package.

Some of the influences that shaped West Concord were geographic and topographic in nature. Its rivers supplied power for the factories and mills that were to thrive along its courses from the late seventeenth to the mid twentieth century.

Among these was one which was to become known as the Damon Mill. The Mill was originally developed by the Saugus Iron Works as "Iron Work Farm" in 1660, had many changes of use before Calvin Carver Damon bought it in 1832, and still others before Dr. Richard Damon and former selectperson William Sullivan bought it in 1977. By 1984, it had become the Damon Mill Square we know today, still doing its part in the development of West Concord.

The low-lying areas along West Concord's rivers made excellent farm land; corn, asparagus, and strawberries flourished especially well. Many of these farms, such as the Wheeler Farm which once comprised all the land at Nine Acre Corner, were outside West Concord Center; nearer the Center were the asparagus and strawberry farms in what is now approximately the Thoreau School Area. A tenth generation Wheeler, Rusty lives with his wife Marion in West Concord.

Other influences, such as the siting of the Reformatory in West Concord in the late nineteenth century, might be described as less topographical than political. The Reformatory added to the busy railroad traffic in Concord Junction, (125 trains a day at its height), with its own stop. The West Concord Depot built in 1895 is indeed a significant historic site.

The Reformatory guards made their own contribution to Concord Junction. They were among Concord's hardest working and most dependable citizens, and the college educations they provided many of their children showed how highly they valued learning.

Many of our prominent citizens left tangible as well as intangible legacies: The Fowler Library, built on land given to Avis Fowler, daughter of postmaster Loring Fowler; the Harvey Wheeler School whose bell tower was given by Harvey Wheeler on land donated by Ralph Warner; the John Cuming Building, named after prominent physician Dr. John Cuming, who never charged for calls on the Sabbath. This may seem enough of a claim to fame, but he was otherwise distinguished. He received an honorary degree from Harvard, left Harvard a legacy which provided the funds to start Harvard Medical School, and was wounded in the French and Indian War. The town of Cumington is named after him, and his own house here still stands near the infamous Rotary.

We have not yet discussed the Junction retailers. The citizens, prominent and less so, who came here to till the fields, operate the looms, rehabilitate the wrongdoers, teach in the schools, raise their families, pursue all the various paths, inspire business entrepreneurs to establish shops to supply their needs. A tradition of family-owned businesses has continued in the Junction to this day, whether in the same family or in passing to another.

Then there is the Alpha factor, the one most important and hardest to quantify. This is the mix of hard-working, imaginative, and persevering people that came together by historic serendipity and continue to do so, making West Concord, making West Concord the special contributor to Concord History it has been and will continue to be.

To help preserve this fascinating and important history for now and in the future:

The West Concord Study Committee endorses the goals of previous studies among them being:

- To Maintain Concord's special historic interest

- To prepare for the Harvey Wheeler celebration

To fulfill and supplement these goals, we propose the following additional ones:

- To preserve West Concord's landmarks and buildings, with special attention to those not necessarily already protected, such as the John Cuming Building and Harvey Wheeler School.

- To increase public awareness of West Concord's special characteristics

- To increase interest in the educational nature of celebrations, such as those for Harvey Wheeler, West Concord Depot, and Fowler Library

- To increase citizen participation in community activities

- To emphasize the importance of understanding why history happens

- To weave West Concord into the Concord Fabric

To carry out these goals we will be making recommendations in phase III.

Please note accompanying historical material and map

## Issues and Problems      Goals Prev. Studies      Possible New Goals      Action Plan

Historic Preservation

A. maintain West  
Concords special  
historic interest

B. Prepare for Harvey  
Wheeler Celebration

C. maintain continuing  
educational program

1. Preserve Landmarks,  
Buildings (Harvey  
Wheeler, John  
Cummings

2. Increase public  
awareness of West  
Concords special  
characteristics

1. To increase interest  
educational nature of  
celebration

2. Increase participation

1. Emphasize  
importance of  
understanding why  
history happens

2. Weave West concord  
into Concord Fabric

## History of West Concord

### 1918 Harvey Wheeler School

Land given by Ralph Warner

Harvey Wheeler owner of Boston Harness Co. gave bell tower  
so school named after him

The Bell- Pitts Tavern, Groton-Damondale Mill-to school  
Innovative Design

1886-1952 West Concord Grammar School

1899 school expanded for 180 more pupils

### Catholic Church

1896-Land bought from Warners holdings

1903-1907 church built

### Fowler Library

1930-Named after Loring Fowler-Post Master

Avis Fowler daughter gave land inherited from

father so she could see the library built in her own lifetime

### Union Church

3 small religious societies joined to form church

bell and tower-1/2 Mr. Loring Fowler-1/2 Concord Junction Reading

### Society

Remodeled 1909

### West Concord -3 small villages

1832 Factory Village    1873 Prison Village    1877 Warnerville

1862 Damondale    1891 Concord Junction

1870 Westvale

Fitzgerald, "Honey Fitz" Rose Kennedy lived 6 years in W.C. on the West  
corner of Highland & Main on top of the hill

1897-Honey Fitz-Congressman-Mayor of Boston

1903 -Left Concord

house torn down

went to school with Bertha and Elmer Joslin, Harold Chase

Honey Fitz booted down at Association Hall

Compiled by John A. Benjamin

#### District School #4

Corner of Main and Conant-1st house on left on Conant St.

#### Westvale Fire Station-1870

Hose wagon manned by employees of Damondale Mills

#### Captain John Brown House

owned fulling mill

1812 built when married Sarah Cogswell

Only other houses on Main St. were Harrington, Haywards, and Lot Conants House (he was born in 1775 therefore called "1775" house)

1835 Calvin Damon lived here before he moved to Concord Center-Concord Academy main building

#### Iron Work Farm

Concord's first major industry

1658 Joseph Jencks, Oliver Purchas and other experts from Hammersmith Village, Saugus (1645)

Iron Works set up forge on north bank of Assabet made cinder holes and tap holes for ore

Purchased over 1600 acres of land Concord, Acton, Sudbury-town granted land for plots for workers to live-Bog Ore mined in swamps nearby, for 35 years-John Smedley in direct charge-John Hayward was clerk-Michael Wood granted license to sell hard liquors for relief of workers

John Russell ended up owning all of stock

Closed down after 1694 because of poor quality ore

1656 -1st County Road laid out to Lancaster-Old Stow Road

#### Lot Conant House 1775

Lot Conant farm for 36 years

1708 Grist Mill

Built Fulling Mill

The cotton manufacturing plant one of the earliest in the area

#### Damondale Mill

1832 Calvin Carver Damon -wooden mill

1836 DOMET Flannel Industry

1854 Calvin died -Edward Damon took over, Religious society and library in mill

1842 built bridges to continue Main St. to Pratts powder Mills

1862 Mill burned -rebuilt in brick-Damondale (named for area around mill)

1864 tenements added for employees

1868 Diversified to cabinet woodworking

1893 sold to Reubens Goods Co.

### Damondale Mill Continued

1902 American Woolen (100,000 sq. ft.)  
 1930 Apple Storage -1973 closed down  
 1973-1977 empty  
 1984 Bill Sullivan and Dr. Richard Damon - Damon Mill Square

### Brick Ends House-Water St.

1853 - built by James Derby-owned fulling mill-Calvin Damon lived here

### Old Store and Post Office

1864 built for Company Store  
 1870 Westvale Post Office to 1903 went to Concord Junction two buildings either side

### Pratts Powder Mills

1835 opened-400 acres  
 1842 important enough so town built bridge across Assabet at Damondale Mill  
 before Haywards bridge charged a fee.  
 frequent explosions at Powder Mill would blow out doors and windows, knock down chimneys and plaster  
 1840 Powder Mill Rd. built for hauling willow wood for pot ash for gun powder mixture  
 1883 American Powder Co.

### Thoreau Hills-so called because roamed by Thoreau

### George Haywards Mill

1655-George II of England division land  
 Grist Mill, Saw Mill-Dam on brook  
 1824 Reuben Haywood House  
 1828 James Hayward House

### Ice House

1890 Alfred and Benjamin Loring ice business on Hayward Pond  
 1900 Kennan Damon operated until 1930  
 1945 torn down when Kennedy bought pond; now Kennedy Pond

### Pencil Factory

1852 Sylvester Hayward built second small Dam on brook  
 graphite polishing mill  
 Plumbago (lead ore) mined in Acton  
 ground graphite for Thoreau's pencil factory

### Westvale Hat Shop

on same site as pencil factory

Hat Shop pond named for it

Loring Bros. took over shop and established a hoop pole business  
building torn down when present houses where built

### Harrington House

1741 Josiah Wheeler

1827 Joseph Harrington bought farm

### Old Marlboro Road

1640 1st road to this area to South to Sudbury and Marlboro

### John Hosmer's House

1654 Lancaster Road to John Hosmers only worn road from Concord

1789 John Hosmer-Cabinet Maker-farm extended to river all of

Country Club land - Built over Issac Woods garrison house 1675

was born in King Phillips War

Parents owned Baker Ave Farm

### Hosmer-Baker Farm

1707 built by Stephens Hosmer -parents of John - stayed in family for  
150 years

1860 George Baker- Allen Bros. farm

1895 Musketaquid Bicycle Club-Many social clubs in town-built clubhouse on  
Assabet Ave-year around social core

1895 all houses on Grove St. built

### Dr. John Cuming House

1745? Born Cambridge Turnpike

studied abroad - received honorary degree from Harvard -

Distinguished physician - during French and Indian War captured by  
Indians taken to Canada- later released bullet in hip never removed.

April 19- after battle cared for the wounded

Never charged for calls on Sabbath

left books and legacy to Harvard which was the start of Harvard  
Medical School

Invested money in Land -owned 200 acres here also in Berkshires

Town of Cumington named for him

John Cumins building Hospital named for him

### Old Rifle Range

1850 Relic of old military field- Buutts near foot of Annursnac Hill  
firing from spot opposite Grove St.

Company of military would arrive Concord junction and march to range

## Old Rifle Range Continued

Championship Matches

Prepared Troops during Spanish American War

## State Prison

1840-1850 State owned Grounds for Muster Field

called Camp Mass. prepared for Civil War

1873-1878 prison took 5 years to build -300 workmen-700 prisoners-

300 people in town

1888 1,000 inmates

Model showplace for distinguished out of state visitors

RR line, Turntable, Engine House, RR Station , Hotel Restaurant

Had own power plant and street light 5 years before Concord Center

Canoe up Assabet -picnics

entertainment movie church services

Prisoners swam in Warners Pond

## Edward Wright Farm

1950 torn down for Rte 2 beyond circle and cemetery

1660 built by John Hoar for trading for indians

Exchanged with Edward Wright for Orchard House

1660 Wright built first dam on Nashoba Brook at Pail Factory Bridge

for Grist Mill, Saw Mill and Fulling Mill

Hapgood Wright who gave money for Town Forest

## White Row

10 double white houses-prison guards

"truly high class corps. of teachers", highly respected men

## Green Row

6 houses on Elm St.

## Warners Pond

1857 Formed after Dam at Nashoba Brook was raised

Recreation spot for the "Gay 90's"

Park developed the Green row picnic groves

Lawn Parties

Union Church Outings

Steam Boat Ride on "Maude Blake"

Bridge over to the "Isle of Pines"

Ice House burned down in 1890 good business

skating parties

Cows pastured in "Isle of Pines" in summer



### Loring Lead Works

Before 1700 Ed Wright built a mill for sawing lumber, Grist Mill and Fulling Cloth-1st dam and 1st bridge  
 1819 David Loring, Concord, New Hampshire bought water rights and established Lead Pipe Co.  
 Trademark-6 handsome houses-loaded wagons of pipes  
 1831 added sheet lead business produced annually - forced out of business  
 1857 Sold out to Ralph Warner-Wooden Pail Factory

### Warner Pail Factory -60 years

857 Warner raised dam for more power created Warners Pond  
 Important Wooden Pail Factory  
 Employees needed housing - built houses for them  
 Winthrop St.-Highland St.-Pine St.  
 1895 Factory burned down-sold to Concord Junction Land Co.  
 across the street  
 1907 Canning factory for 1 yr.  
 1909 Laundry  
 1910 Burned  
 1911 new Laundry built  
 1915 burned

### Old Warnerville

1860-1870-1880 built by employees of pail factory and other industries  
 Mr. Ralph Warner built dwellings for employees  
 Warner bought up all the land in the area  
 1877 had own Warnerville Post Office named for him

### Rideout Playground

Asparagus and Strawberries grew here-Abiel Chase named for Percy Rideout, twin brother of Gertrude Rideout honored citizen and teacher, Croix de guerre for valor in WWI

### Allen Chair Factory

1905 on R.R. line  
 Built houses for employees Lawsbrook area  
 New Bradford Furniture Co. and others

### Elmwood Hotel

c.1900 Mr. Guy Elms did cooking for good restaurant  
 \$8.00 / wk. room and board

### Warner Hall

1895 Ralph Warner owned land-now site of Hayes Shoe Store  
 Ralph Warner built it for recreation of employees  
 Era of betterment, social events, concerts and dances, fraternal  
 organization, church  
 3 street lights by now  
 Warnerville Literary

1895 Concord population 4,153

### Association Hall-3 floors

1890 built - 1 st. floor Concord Junction Post Office  
 1903 destroyed by fire  
 1904 rebuilt  
 2nd floor hall- plays, orchesreas, suppers, dances, pageants,  
 entertainments, religious groups, Sat. movies, live player piano  
 1935 remodeled to present-2 top stories taken off

### Post Office

1890 built  
 first floor always Post Office  
 1891 name changed from Warnerville to "Concord Junction" to match  
 railroad depot  
 Mr. Loring Fowler-Postmaster and General Store  
 Also owned Furniture Store-Carter Furniture Co., New Hayes Shoe  
 Store  
 1928 Name changed to West Concord Post Office  
 1970 Concord Again -Abiel Chase and Benjamin Derby = Postmasters

### Bluine Factory- George Conant-Dovre Ski Binding- Minuteman Press

1895 built - Enterpiize for school children all over the country to sell  
 10 cent = box of 12 sheets - Prizes-shipping out merchandise and  
 prizes all over the country made overhead chute to Post office - raised  
 level of post office to 1st. class - uniformed letter carriers

### Concord Woodworking Co.

Damons after cotton mill closed  
 1930 founded by Kennan Damon

### Old Fire Station (Now Village Cleaners)

1931 Burned down with all the equipment inside  
 1932 new location site of present station

### Fitchburg R.R.

1844- 1st train  
 1872-station stop-factory village-Conant St.  
 1872 Montreal and Concord New Hampshire line  
 connected to Fitchburg  
 Excursion train from N.Y. city to white Mountains  
 125 Trains a Day  
 1895 present Depot built

### John Derby Farm

1794 House and Barn built by John Derby  
 Built 1 st . bridge over Assabet c.1675  
 1830 son Joseph succession of family ownership  
 around 1970 the farm buildings were torn down and West Concord  
 Shopping Plaza was built

### Boston Harness Shop

1890 Harvey Wheeler- native son  
 2 long wooden buildings  
 1898 Bought Holliston Co. and added second story to building  
 employed 120 workers -30 families  
 Built Houses on "Harness Shop Hill"  
 Cottage St., Crest St. , Old Bridge Rd.  
 Made 20, 000 harnesses a year. Many for the Russian cavalry - leather  
 belts and holsters  
 Harnesses made individually - each worker and craftsman with his  
 own bench, tools and stitching machine

### Comeau House

c. 1814 Built for Joseph and Lydia Hosmer when they were married  
 Jeremiah Sheehan bought it  
 (migrated from Ireland during the potato famine)  
 Edward Comeau -farmer- Contractor  
 In 1900 this was still a mile long stretch of fields and woods between  
 Concord and West Concord

### Whitney Coal and Grain Co.

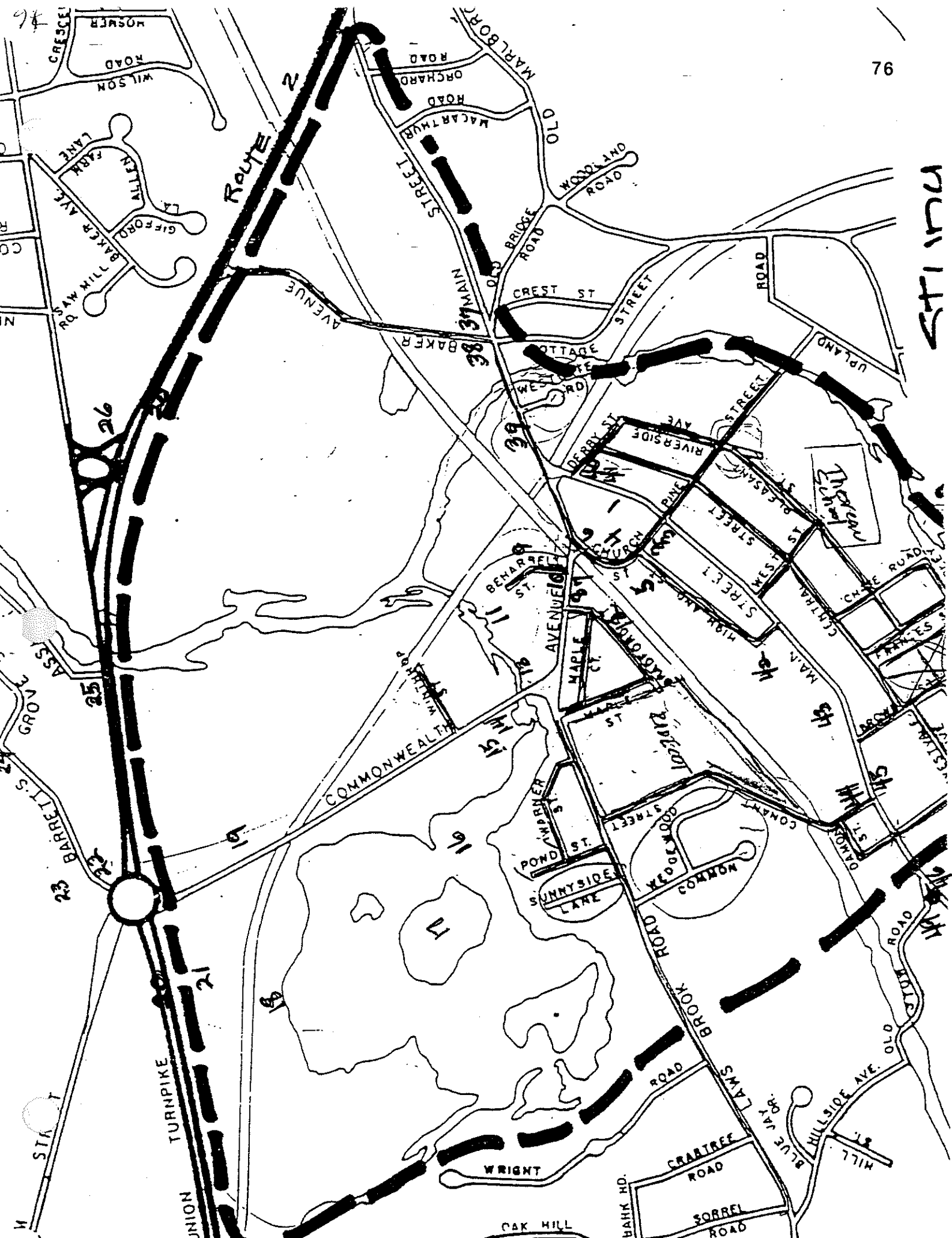
1896 George Whitney and Glover Vt.  
 bought out 2 small businesses  
 1985 purchased by Kevin Hurley-Junction Square was built

to  
Historic Sites Map of West Concord Area  
Up to 1900's

75

1. West Concord Grammar School 1886 - 1952  
Harvey Wheeler School 1918
2. Fowler Library - land given by Loring Fowler - 1930
3. Union Church - 1894
4. Catholic Church land acquired - 1896
5. Whitney Coal & Grain Co. - 1896 (now Baker-Whitney Oil Co.)
6. Old Fire Station - burned down in 1931
7. Warner Hall - 1895 (Now Hay's Shoe Store Building)
8. Elmwood Hotel - 1900 (Now apartment dwellings)
9. Conant Bluine Factory - 1895 (Dovre Ski Binding Co.)
10. Association Hall - Post Office - 1890. Burned 1903. Rebuilt.
11. Concord Woodworking Co. - 1910 - 1976. Company originated 1876.  
(Now Palmer Movers)
12. Allen Chair Co. - 1905 (Now Bradford Furniture Co.)
13. Loring Lead Works - 1819 - 1857
14. Warner Paul Factory - 1857 - 1895
15. David Loring House - 1830
16. Warner Pond
17. Isles of Pines - (Boy Scout Island)
18. Warner Pond Ice Houses - 1880's - burned down.
19. State Prison - 1878 (Now Reformatory)
20. Union Turnpike - 1804 (Now Route 2 and Route 111)
21. Edward Wright Farm - 1660 - 1950 torn down
22. Dr. John Cuming House - 1745
23. Old Rifle Range - 1850
24. Barker - Hayward Farm - 1717
25. Musketaquid Bicycle Club - 1895
26. Hosmer-Baker Farm - 1707
27. John Hosmer House - 1789
28. Harrington House - 1741
29. George Hayward's Mill - 1655. Hayward Pond Ice House - 1890's - 1945
30. Hayward Pencil Factory - 1852 - 1870's
31. Westvale Hat Shop - 1883 - 1887
32. Russell Farm before 1862
33. James Hayward House - 1828
34. Reuben Hayward House - 1824
35. Thoreau Hills
36. Nathan Pratt's Powder Mill - 1835 - 1930's
37. Hosmer - Comeau Farm - 1814
38. Boston Harness Shop - 1890
39. John Derby Farm - 1794
40. #4 District School - 1830 - 1890
41. Old Blacksmith Shop - 1875 - 1900's Conant Machine Shop  
(Now part of Carter Furniture Co.)
42. Rose Fitzgerald Kennedy Home - 1896 - 1899
43. Westvale Fire Station - 1870
44. Capt. John Brown House - 1812
45. William Brown House - 1820's
46. Westvale Store and Post Office - 1864
47. Lot Conant House before 1714
48. Iron Work Farm - 1658 - 1680's
49. James Derby House - 1833
50. Damondale Mill - 1832 (Now Damonmill Square)

\* OUTSIDE STUDY AREA





## The WEST CONCORD STUDY COMMUNITY SURVEY

### Summary

The West Concord Study Community Survey was designed to gather the views of Concord's residents concerning the quality of life in their town and various community planning related issues pertaining to West Concord Center. Each of the 299 Survey responses received were individually coded and their answers entered into a computerized spreadsheet data base. The results of this survey will be used by the West Concord Study Committee, appointed by the Concord Board of Selectmen in June 1992, to develop an action plan which will; identify features of West Concord Center worthy of preservation and protection, and guide the Center's future commercial, industrial and residential development activities.

The ages of the respondents to the West Concord Study Survey were distributed fairly evenly amongst three age groups; 30-45 yr. old -30% , 45-60 - 38%, >60 yr. old - 25 %. Over sixty percent of those surveyed stop in West Concord center at least 2-3 times per week while another 38% make at least 4-10 separate stops in the center in the course of a week's time. While the largest number of respondents identified shopping as their main reason for coming to West Concord center, many said they pass through the center on their way to some other destination. Still another 10% of the respondents reported the use of the West Concord MBA commuter rail line as their primary reason for visiting West Concord center. As might be expected, an overwhelming number of our respondents selected the automobile as their primary mode of transportation to the center. Many respondents chose walking as their preferred method for traveling to the center while slightly less than 10% of the respondents bicycle to West Concord center.

The largest number of responses were recorded for West Concord center's good selection of essential retail services and small family owned businesses, and safety from crime as well as it's small town character and friendly community life. Little traffic congestion, adequate public parking facilities, the quietness of West Concord center, its good public services and visual appeal along with the existence of the MBTA commuter rail facility were also identified as "very important" considerations in coming to the center. Interestingly, a relatively large number of those surveyed did not find West Concord's proximity to scenic & recreational amenities, its lack of tourist atmosphere and its historic character to be of particular importance in their decision to come to West Concord center.

On the whole, survey respondents indicated that very little has changed in West Concord center. Our respondents did however identify a few aspects of West Concord center life which they believe have changed for the "worse". According to our survey results, traffic congestion, adequate public parking facilities and quietness of West Concord center have all gotten worse. Many respondents also felt that opportunities for jobs and affordable housing in West Concord center have also gotten worse.

## The WEST CONCORD STUDY COMMUNITY SURVEY

### Summary (contd.)

Respondents did manage to identify a few aspects of West Concord center which they indicated have changed for the better. Over 30% of the survey respondents regard the development of the West Concord MBTA commuter rail station as a beneficial improvement for the center. Development of the commuter rail station may also have played a critical role in rejuvenating the center's existing variety of family owned small businesses and essential retail services and the center's overall visual appearance whose improvements many respondents identified as positive changes.

When asked what were the most serious problems facing West Concord center in next 5-10 years an overwhelming majority of those who responded selected vehicular traffic congestion and inadequate public parking facilities. Many respondents also expressed concerns for the future of West Concord center in terms of diminished opportunities for elderly and affordable housing, loss of essential retail businesses and loss of open space and natural vegetation throughout the center.

In expressing their hopes for the future of West Concord center, the largest number of survey responses supported the restoration of the White Row houses for future housing opportunities, developing safe & attractive pedestrian walkways & bikeways, and creating more open space and park areas within West Concord center. Many of these respondents also wanted to see the development of small satellite public parking facilities located in the center as well as an increase in the number of West Concord center neighborhood business opportunities. Interestingly, we found that the respondents hopes for the future of West Concord center were more evenly divided on a number of key issues affecting West Concord's future. Between 20-30% of the survey responses were recorded for each of the following issues relating to future change in West Concord center. Develop Concord-West Concord public bus system, Develop clean industry & manufacturing, Develop riverfront land areas for housing, convert existing industrial land areas to mixed use districts (commercial, light industry & residential), develop indoor & outdoor recreational facilities and, convert existing industrial buildings for housing. Approximately 61% of the respondents to the West Concord Study Survey took the additional time to provide narrative answers to Question 8 of the West Concord Study Survey. The respondents' answers to the question of which parts of West Concord that should be Saved and Protected centered around 3 basic topical categories namely; preserving waterfront land areas and providing public access to their shorelines, increasing vegetative open space areas, trees and buffers and developing passive and active recreational open space opportunities and preserving and restoring culturally and historically significant buildings located within the West Concord Study area.

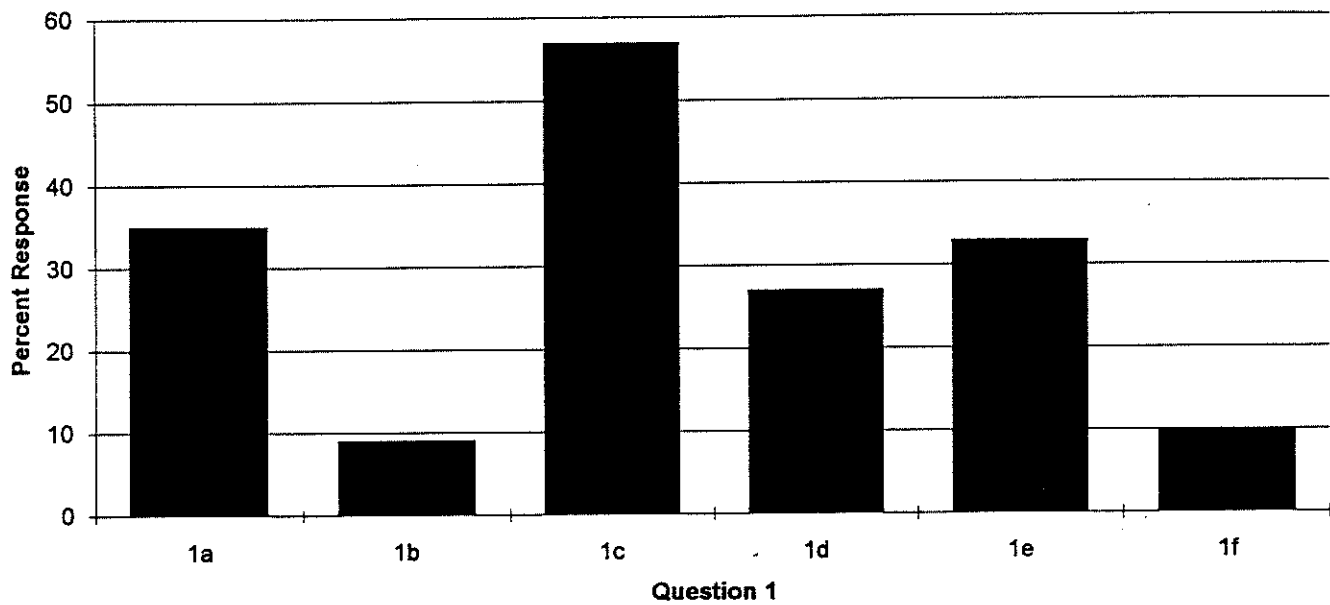


## The WEST CONCORD STUDY COMMUNITY SURVEY

### Summary (contd.)

When asked which parts of West Concord should be Improved or Removed, many if not all, of those structures identified in part one of Question 8 described above, were felt to be culturally and historically important and thus worthy of preservation and needed improvements. In some cases however, the respondents appeared to be divided on the issue of which buildings should be removed. Nearly half of the narrative answers received in response to the second part of Question 8 favored "getting rid of" certain buildings & structures currently existing within the West Concord Study area including; the MCI prison, the White Row houses, the abandoned Exxon Gas Station, the BayBank building and some of the structures located behind Beharrell Street and along Bradford Street.

## WEST CONCORD STUDY SURVEY

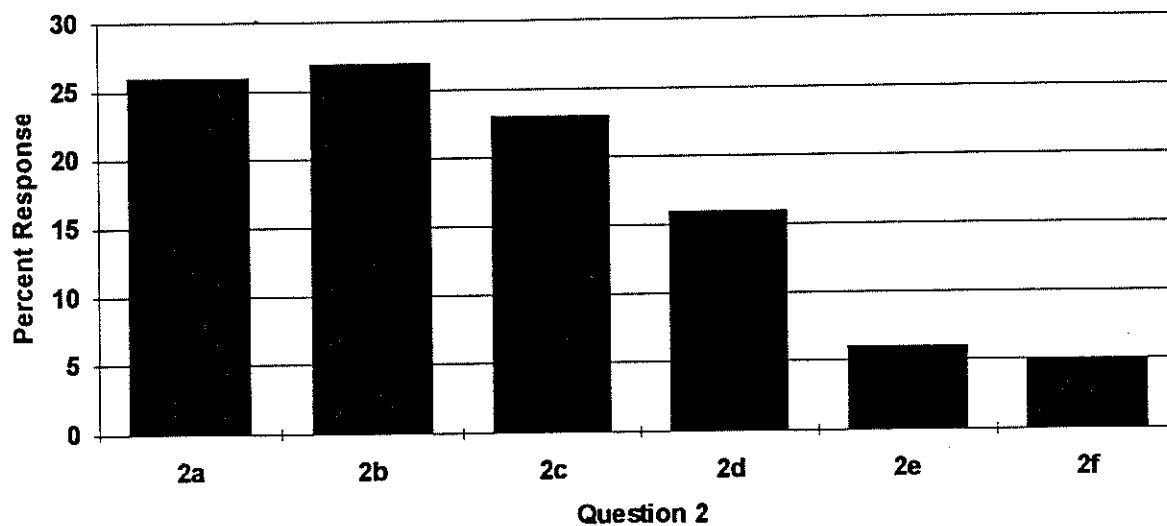


## QUESTION 1

Why do you come to West Concord Center.

- (a) I work in West Concord.
- (b) I ride the MBTA from West Concord Center
- (c) I shop in West Concord Center
- (d) I live in West Concord Center
- (e) I pass thru the Center on my way to and from where I am going
- (f) Other (please specify) \_\_\_\_\_

## WEST CONCORD STUDY SURVEY

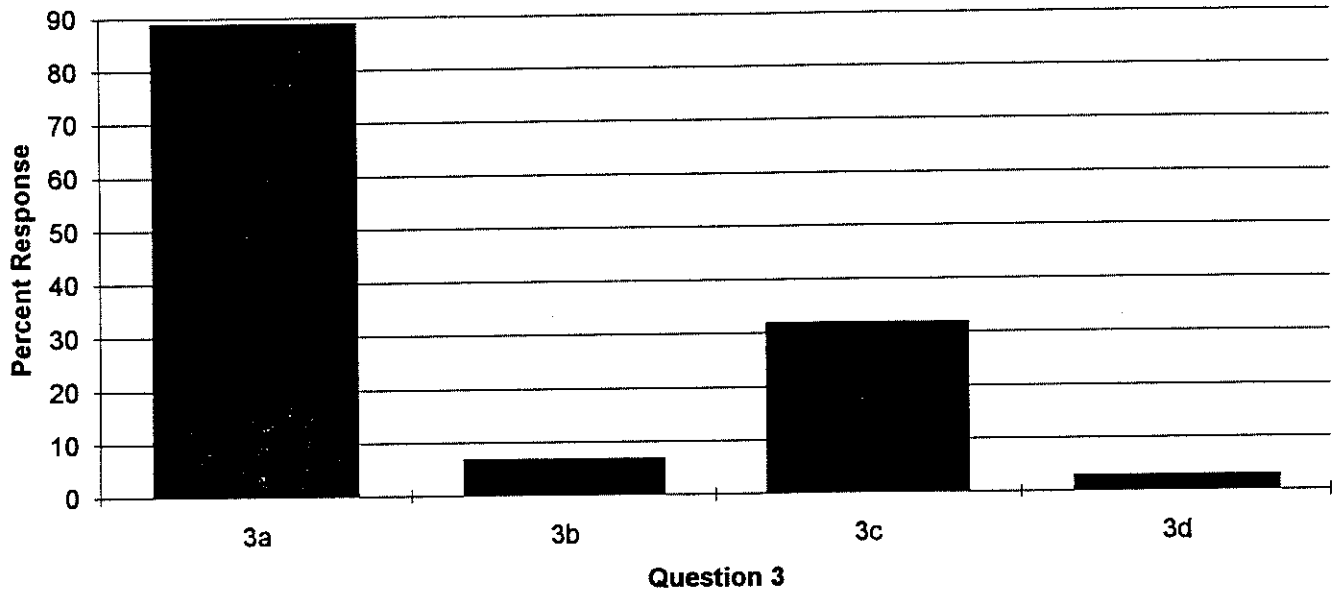


## QUESTION 2

Please estimate the average number of times per week you stop in West Concord Center.

- (a) Once per week
- (b) 2-3 per week
- (c) 4-5 per week
- (d) 6-10 per week
- (e) 11-15 per week

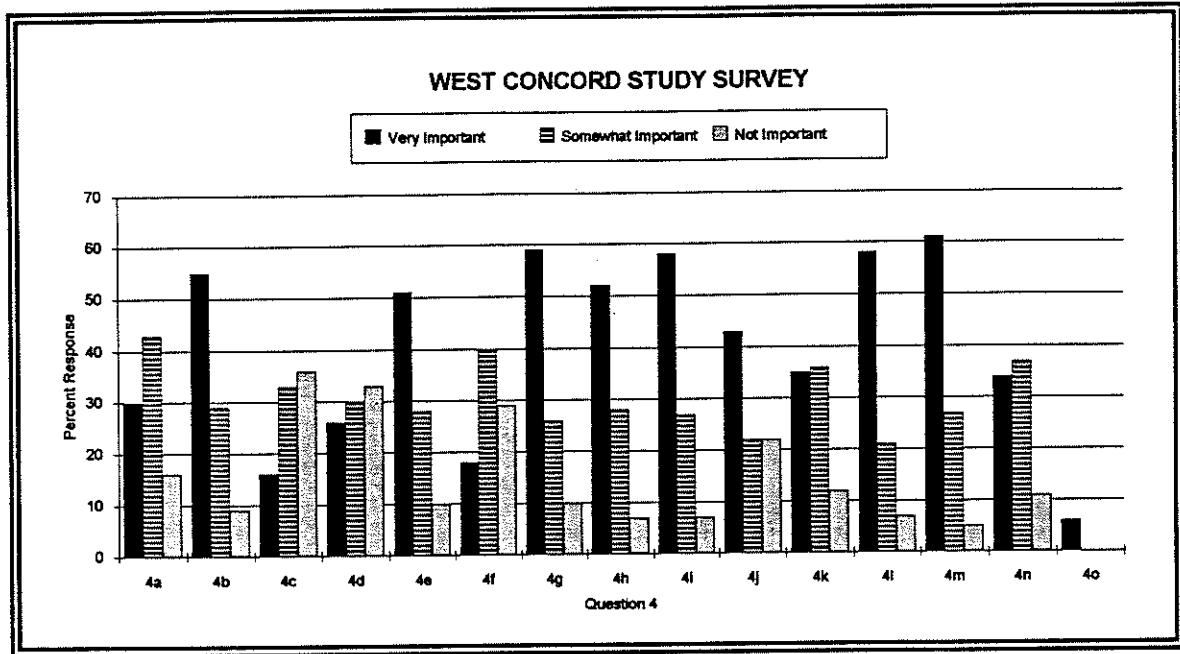
## WEST CONCORD STUDY SURVEY



## QUESTION 3

What mode of transportation do you most often use to travel to West Concord Center

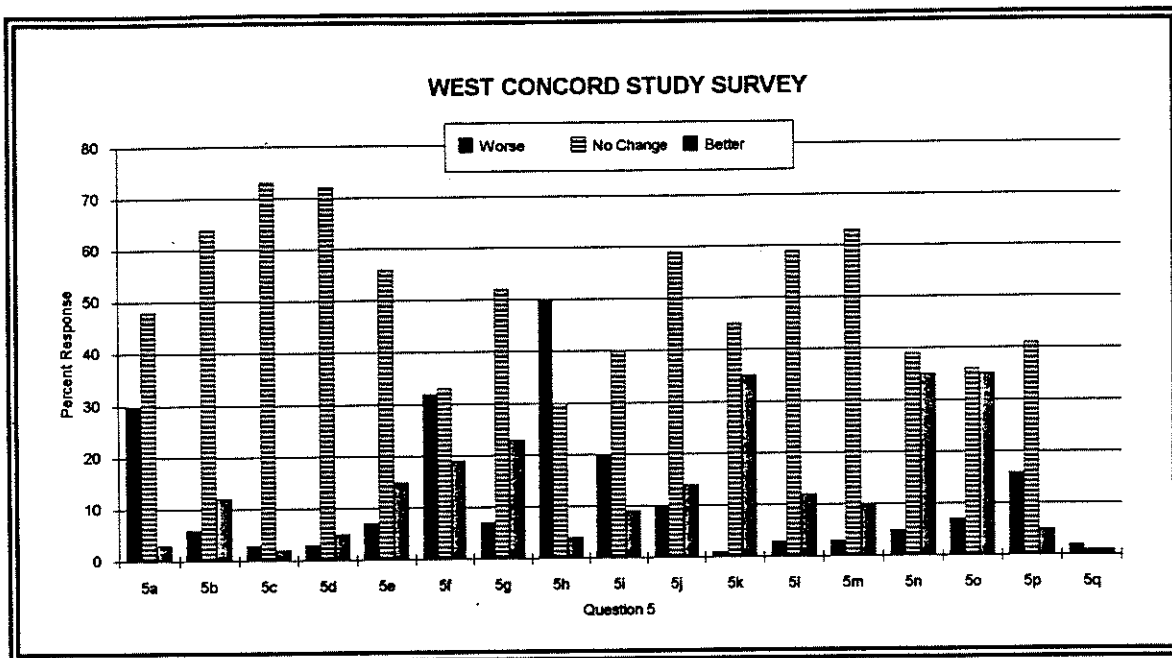
- (a) Automobile
- (b) Bicycle
- (c) Walk
- (d) Other (please specify) \_\_\_\_\_

**QUESTION 4**

Listed below are a few of the aspects of West Concord Center which help to define the community's particular quality of life. Please indicate how important these aspects are to you in your decision to come to West Concord Center.

Very Important    Somewhat Important    Not Important

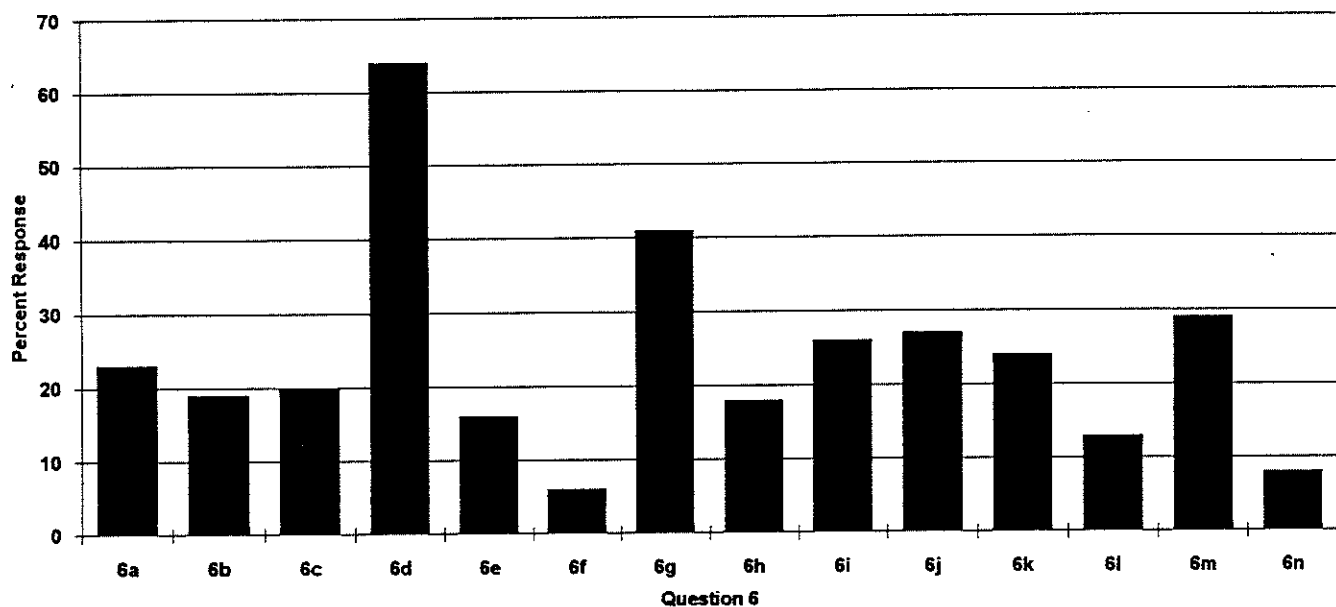
(a) Quietness of West Concord Center	_____	_____	_____
(b) Friendly community life	_____	_____	_____
(c) Proximity to scenic and recreational amenities	_____	_____	_____
(d) Lack of tourist atmosphere	_____	_____	_____
(e) Adequate public parking facilities	_____	_____	_____
(f) Historic character	_____	_____	_____
(g) Small family owned businesses	_____	_____	_____
(h) Little traffic congestion	_____	_____	_____
(i) Small town character	_____	_____	_____
(j) MBTA commuter rail service	_____	_____	_____
(k) Good public services	_____	_____	_____
(l) Safety from crime	_____	_____	_____
(m) Good selection of essential retail services	_____	_____	_____
(n) Visual appeal of West Concord Center	_____	_____	_____
(o) Other (please specify) _____	_____	_____	_____

**QUESTION 5**

How have the following aspects of West Concord Center changed.

	Better	No Change	Worse
(a) Quietness of West Concord Center	—	—	—
(b) Friendly community life	—	—	—
(c) Proximity to scenic and recreational amenities	—	—	—
(d) Lack of tourist atmosphere	—	—	—
(e) Historic character	—	—	—
(f) Adequate public parking facilities	—	—	—
(g) Small family owned businesses	—	—	—
(h) Little traffic congestion	—	—	—
(i) Job opportunities in the community or nearby	—	—	—
(j) Small town character	—	—	—
(k) MBTA commuter rail service	—	—	—
(l) Good public services	—	—	—
(m) Safety from crime	—	—	—
(n) Good selection of essential retail services	—	—	—
(o) Visual appeal of West Concord Center	—	—	—
(p) Affordable housing	—	—	—
(q) Other (please specify) _____	—	—	—

## WEST CONCORD STUDY SURVEY

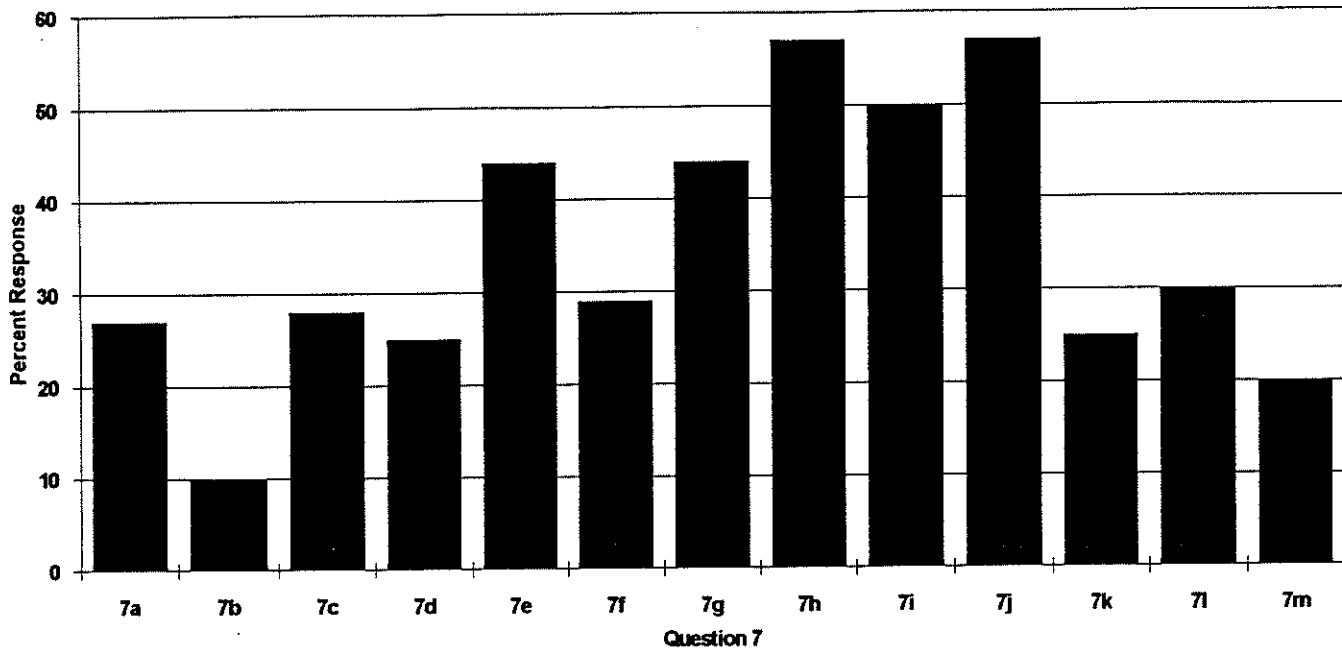


## QUESTION 6

Select the most serious problems facing West Concord Center in the next 5-10 years.

- (a) Too many people
- (b) Inadequate and unsafe pedestrian amenities (i.e., walkways, crosswalks, night lights, benches etc.)
- (c) Lack of Elderly housing
- (d) Traffic congestion
- (e) Lack of outdoor recreation amenities (i.e., parks, picnic grounds, trails etc.)
- (f) Overburden on town services
- (g) Inadequate public parking facilities (i.e., not enough, poorly marked, inconveniently located etc.)
- (h) Loss of historic character
- (i) Traffic overflow onto residential streets
- (j) Loss of Open Space and natural vegetation (i.e., trees, shrubs & flowering plants)
- (k) Lack of affordable housing
- (l) Lack of Industry and Manufacturing start-up opportunities.
- (m) Decrease of essential retail businesses
- (n) Other (please specify) \_\_\_\_\_

### WEST CONCORD STUDY SURVEY

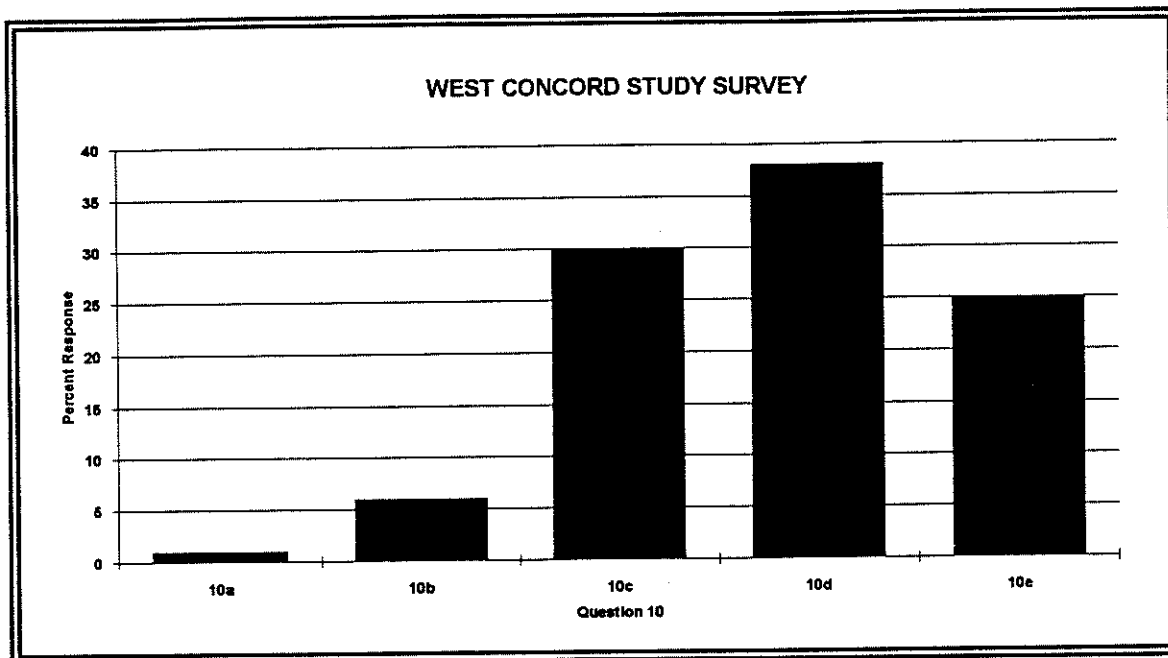


#### QUESTION 7

How would you like to see West Concord Center change in the future?

- (a) Development of clean, light industry and millwork manufacturing in the Center.
- (b) Provide tourist services (i.e. B&B's, hotels, Tours, Museums).
- (c) Development of river front land area for housing (i.e. affordable & elderly housing).
- (d) Conversion of industrial land areas to mixed use light industrial -commercial - residential districts.
- (e) Increase new and existing small neighborhood businesses opportunities in Center.
- (f) Development of additional indoor and outdoor recreational facilities (i.e. playgrounds, ball fields, picnic grounds, gyms etc.)
- (g) Develop small satellite (20-25 spaces) public parking areas within the Center.
- (h) Restoration of White Row for housing (i.e. affordable & elderly).
- (i) Create additional Open Space opportunities connected to the Center (i.e. parks, canoe ramps, hiking trails to & along Nashoba Brook, Warner's Pond and Assabet River).
- (J) Development of safe and accessible walkways and bikeways for increasing pedestrian and bicycle transportation to and within the West Concord Center.
- (k) Conversion of Industrial buildings for housing (i.e. affordable & elderly housing).
- (l) Development of Concord-West Concord public bus system.
- (m) Other (please specify) \_\_\_\_\_



**QUESTION 10**

Please indicate the age group which you belong to:

- (a) Under 20 years old
- (b) 20 - 30 years old
- (c) 30 - 45 years old
- (d) 45 - 60 years old
- (e) Over 60 years old

Question #1 Why do you come to West Concord Center? Other than list

<u>Survey #</u>	<u>Comment</u>
#3	Parking Easier
#14	Fowler Library/would ride bike if Sudbury Rd. & Ormac were safer
#15	Council on Aging
#29	Dog and family haircuts
#36	Meetings Harvey Wheeler, canoe Assabet
#40	Enjoys Harvey wheeler programs for over 60's
#41	lessons for children
#45	Use Post Office
#48	99 Restaurant & Church
#59	Harvey Wheeler/Shops/Book store
#60	H.W.-like fri. Movies & other programs/ 5 & 10 store
#61	pleasant place to shop less traffic than W.C.
#66	use Post Office often
#81	5 & 10 / hardware
#85	P.O. / Playground / lessons / manicures
#114	Use Cafe
#143	Eat in Restaurants
#175	use library, bank and post office
#203	after school care @ Harvey Wheeler
#204	Use services/ Post Office/ dry cleaners
#217	Friendly atmosphere

Question #4 Other quality of life aspects that effect your descision to come to W. C.

#6	Very little visual appeal
#26	functional & appealing / do not want tourist hot spot
#38	Branch library very important
#50	Variety of shopping venues Main & Beharrel St.
#70	Post Office, hardware store, 5 & 10 important
#73	Bank, post office, 5 & 10, fish market, book store, dry cleaners
#74	hardware, health food, knit shop, P.O., bank, xerox, 5 & 10, W.Hen
#85	5&10, library, women tetailers, thrift stores
#207	should strive harder to maintain village like appeal
# 227	Medical/ Dental facilities
#229	good services have not disappeared like Concord Center
#257	parking meters may deter from my quick errands
#268	Keep W. C. small not like Concord Center
#271	Shops are useful keep rents low and profitable
#297	A lot of traffic congestion

Question #5 Aspects of change in W. Concord? - Comments other than the list

- #38 loss of some personalities, Joe at sandwich shop, Mr. Forbes
- #57 Worsened by White Hen, Penguin Video
- #85 Food-natural food, chocolates, tea cakes, fish, Walden Sandwich
- #210 enough affordable housing we have our share
- #212 No parking meters
- #214 Affordable Housing for seniors
- #224 Parking worse - Stores better
- #232 If Affordable Housing can not be run any better than the town dump than forget it
- #237 The Junction Function is missed
- #241 Less traffic Old Marlboro Road, Comm. Ave., Main St.
- #251 Businesses are clearly interested in positive change
- #257 park area by White Hen a great improvement
- #259 Double Parking, traffic
- #268 I hate the Parking Meters
- #271 Traffic worse, too fast, need better sidewalks Conant, connect Lawsbrook to Comm. Ave.
- #273 Parking has improved due to additional spaces in T-lot which are under utilized
- #285 Visual aspects have improved since 1983 study

Question #6 Most serious problems facing W. C. in the next 5-10 yrs. - Other than the list.

- #4 Eyesore of the parking meters
- #38 Bike Paths - Health issue due to pollution
- #48 More trees instead of meters
- #77 Shoulders to roadways are getting washed away
- #207 W.C. should not become more Industrial or Manufacturing
- #212 no way to reverse direction on Comm. Ave. for shopping
- #215 Playgrounds are terrible
- #241 Traffic bothers me the most
- #242 Hope no new Industries let them go to West Concord Center
- #248 Discourage use of center as main access to Route 2
- #252 Uncontrolled development with loss of family owned businesses
- #256 Keep center nice looking many buildings need paint
- #258 No Parking for the rude mostly barflies @ 99 they tie up everyone
- #261 Would like to see car dealership move to appropriate location
- #267 Lack of Public Sewer and Access to residential gas
- #269 Pressure from outside influences ie: chain stores
- #271 Buildings similar to 30's helps keep friendliness, village atmos.
- #278 Increase in Industry- Clean up waterways
- #288 Not adequate restaurants

Question #7 How would you like to see W.C. change in the future? - Other than list Continued

- #232 Stay out of the Real estate business
- #242 Take away 99 liquor license or move them to Concord Center
- #243 Bike trail to West Concord Center eventually to Minuteman Bike Route
- #245 No More Industry send it to Concord Center
- #248 Pro active maintenance of the center as it exists
- #252 Slow and careful planning of future growth and development
- #258 Expanded Library hours to include weekends, historical resoration wherever possible
- #261 Concord Center no longer has shopping for elderly W.C. does
- #271 Bike Path along rail line
- #276 W.C. Maynard Bus service
- #277 Upgrade of run-down look
- #280 Playgrouns are poor compared to other communities
- #283 Remove Parking meters except railroad parking
- #284 Hold quarterly merchant, landlord and resident meetings
- #287 Have roads bypass W.C. center
- #291 Protect river with development restrictions

Question #8 Are their any parts of W.C which should be saved and permanently protected from development? comments under A1

Are their any parts which should be removed or improved? Under A2

- #1 Riverfront, area behind 5 & 10, down to river
- #2 A2 Boat basin area, off road parking, boat storage
- #4 A2 remove parking meters improve prison houses
- #6 A2 The tenement housing on Comm. Ave.
- #7 save all current open space; A2 plant one tree per lot, need shade & brick sidewalks like in Lexington
- #10 all should be saved
- #12 white ladies
- #13 Depot , storefronts, superette
- #19 A2 curbing on Main St., Plant trees on Main St.
- #21 A1 riverfront; A2 access to river improvement
- #23 A2 the prison removed
- #24 A1 lands bordering reservation areas
- #25 A2 improve asthetic appeal of shopping area, more trees, eliminate on street parking at 99 & grocery store
- #26 A2 paint & clean up existing buildings
- #30 A1 Keep affordable not Concord Center; A2 Bradford furniture area has good possibilities
- #31 A1 minimize housing on B.G. land; A2 Park in Center by W.C. superette
- #33 A2 prison removed; West Concord Depot improved

Question #7      How would you like to see W.C. change in the future? - Other than list

- #1            Keep W.C. from becoming yuppie shops
- #4            Remove parking meters
- #7            keep it clean and nicely landscaped
- #10          Stop the train whistles at W.C. & Conant St.
- #30          Retain current business character
- #38          Thought we had a bus system
- #44          Sidewalk on Harrington Ave.
- #47          Bus system would give kids better access to town
- #61          Rezone to larger plots near center
- #63          Remove light Industry / Increase Police monitoring for speeding traffic
- #68          want a large grocery store
- #77          Bridge connecting Cousins field to Harrington Park, Post No Dumping Sign.
- #82          improved signage for businesses in rear area
- #83          Renovation of Harvey Wheeler building
- #85          Expansion of friendly retail services-local shopping st. -more parking
- #92          Better snow removal particularly Baker Ave and Main St. bridge
- #120        get rid of Parking meters
- #129        At intersection of Main st. and Baker Ave - adjust traffic lights and remove "No Right Turn Sign"
- #133        Sign showing points of interest placed in junction park
- #136        Demolish White Row
- #138        Develop & attract a good restaurant
- #144        Develop area around center riverbanks for recreational use
- #148        Fewer residents
- #176        W.C. to congested now we do not need more housing
- #184        Seek to preserve & strengthen business base and facilities which presently exist in W.C.
- #187        Jobs are important
- #189        need more sidewalks
- #192        W.C. businesses strong not yuppified
- #193        limit tourist services to B & B, buses should serve disabled only
- #194        White Row Houses are a disgrace
- #196        Better Library parking
- #198        Develop a bus system with other towns
- #200        small restaurant -update Brighams
- #208        leave our town alone you have ruined Concord so keep W.C. the way it is
- #210        Why ruin river with housing keep open for everyone
- #212        Its a disgrace that good housing white and green row allowed to ruin
- #217        Update & Improve Rideout
- #221        Better traffic pattern to turn around at W.C. 5 & 10-move crosswalk in front of pet shop to shoe repair
- #223        Boston gas area converted to affordable Housing
- #224        Small Shuttle or Trolley bus

## Question #8 Continued

Are there any parts of W.C which should be saved and permanently protected from development? comments under A1

Are there any parts which should be removed or improved? Under A2

- #34 A2 Assabet River frontage; A2 Rail trail route
- #37 A1 All individual storefronts do not want uniform design; A2 Beharell St. redesign for charm and safety
- #38 A2 beharell St. could look more inviting
- #39 A1 Harvey Wheeler and Fowler library; A2 trees planted along Comm. Ave from post office to 5 & 10 to soften
- #40 A1 West Concord is a national treasure
- #41 A2 Behind Hays shoe and bradford St.; Minuteman Press area ratty
- #42 A2 prison Sewage system; W. C. traffic circle, Business Industrial area needs a facelift
- #43 A1 All riverfront, Warners and Harvey Wheeler; Comm. Ave. railroad crossing to Center
- #44 Damon Mill
- #45 A2 White Row for low income housing
- #46 A1 Railroad Station
- #48 A1 Depot, 5 & 10, Buildings along Comm. ave. library, churches  
A2 Beharell needs more activity, Boston Gas should go; need a decent restaurant
- #50 A1 function with depot and Damon Mill area
- #52 A2 area around Baybank
- #53 A2 meter at station parking lot
- #54 A1 riverfront, library
- #56 A1 most of it; A2 The fire traps
- #58 A1 Trees and parks
- #61 A1 all of it , No more building
- #62 A1 Downtown to comm. ave.; A2 access to river for recreation
- #63 A2 remove light Industry, car wash, spruce up outdoors of buildings
- #65 A2 Gas station next to baybank; W. C. shopping center landscaped and cleaned
- #66 A1 train station
- #67 A1 White Row houses and shore of Warners Pond; Old gas station and Bank Kiosk an eyesore
- #68 A2 Improve traffic flow on Comm. Ave in front of super market
- #69 A1 5 & 10
- #70 A2 white apartment building an eyesore
- #71 A1 don't tinker with West Concord too much
- #74 A1 5 & 10; A2 parking lot in back of stores and Beharrell St.
- #75 A1 All the Main St. stores and their facades
- #76 A2 Boston Gas and other non light Industrial
- #77 A1 Wonderful walkway along Pine St. to W.C. center

## Question #8 Continued

Are there any parts of W.C which should be saved and permanently protected from development? comments under A1

Are there any parts which should be removed or improved? Under A2

- #77 A2 Improve roads and shoulders, bring back grass to road shoulders
- #78 A2 Boston Gas, former Exxon Station; Industry off of Beharell St.
- #79 A1 Harvey Wheeler Center; A2 Former Exxon Gas station
- #80 A2 need to improve intersection @ Rte 62 & Baker Ave. Traffic In/Out of Donut Shop
- #82 A1 along Warners Pond, Assabet River, Nashoba Brook, outside study area 2nd. Division Brook;  
A2 The 99 and associated parking is a problem - encourage a productive use of the old station building
- #83 A1 Harvey Wheeler is a vital community center
- #85 A1 need a greater sense of access to the Pond; A2 Bradford Furniture, buildings along Beharell St
- #89 A2 Develop riverfront, convert industrial buildings to Affordable Housing
- #91 A1 The 5 & 10 shopping area
- #93 A1 Town center shops, Depot, Warner Pond, Assabet River; A2 when building "new" make structures blend in historically speaking.
- #110 A1 Assabet River floodplain  
A2 Access to Rte 2, MCI Housing
- #111 A1 5 & 10; A2 abandoned gas station
- #112 A2 99 has no parking should not have been allowed without parking
- #113 More outdoor recreational facilities
- #114 A1 train Station ; A2 old rail track, diagonal parking
- #116 A1 river area; A2 prison area
- #117 A1 Warners Pond; A2 MCI
- #120 A1 current conservation areas; A2 get rid of 99
- #121 A1 99; A2 White Row
- #124 A1 Wooded Areas
- #127 A2 White Row
- #128 A2 Old run down Industrial buildings
- #132 A1 the Depot
- #133 A2 former garage looks pretty messy
- #134 A1 Park, tennis courts on Lawsbrook Rd.
- #136 A1 Main stores should stay small
- #137 A1 parks; baseball fields
- #139 A2 White Row houses eyesore yet good housing opportunity
- #140 A1 Parking areas with vegetation; fund open space opportunities with user fees / business taxes
- #141 A2 Housing near MCI
- #142 A2 Beharell St area paved and clearly marked
- #143 A1 keep river and its banks clean

## Question #8 Continued

Are there any parts of W.C. which should be saved and permanently protected from development? comments under A1

Are there any parts which should be removed or improved? Under A2

- #173 A1 Train Depot Area; A2 Traffic Congestion
- #174 A1 Main St. & Comm. Ave stores; A2 Bradford furniture building
- #175 A2 Remove old fire traps
- #176 A1 around train station, Beharell St.; A2 tear down white ladies
- #179 A2 Fowler Library should expand
- #180 A1 Warner Pond, Downtown area; A2 shopping plaza, White Hen Pantry
- #181 A1 Downtown area, Comm. Ave, river, Warners Pond; A2 White Hen Mall needs to be more in character of the town.
- #184 A2 Baybanks pill box bunker
- #185 A1 W. Concord Depot
- #186 A1 Commercial block from intersection of 62 & Comm. Ave. to Kenny Dunn square should never go high rise; A2 Former Exxon ambulance property
- #187 A1 W. Concord Center, some of Warners Pond
- #188 A1 Assabet river, warners pond, Nashoba Brook, Train station, Cousins Field
- #189 A1 All of it; Sidewalk for Lawsbrook Rd., enforced speed limit
- #190 A1 Depot, R.R. right of Way, parts of riverbank
- #191 A1 Depot, Harvey Wheeler; A2 improve White Row, fix parking lot in back of 5 & 10, Harvey Wheeler Auditorium
- #192 A1 Open Space  
A2 Baybank Building and former patriot Ambulance building
- #193 A1 areas surrounding rivers and ponds except for senior housing needs
- #195 A1 White Row;
- #196 A1 Depot building
- #198 A2 use old Bradford Building
- #200 A1 Train Station; A2 Brighams is smoky and out of date, White Hen Pantry not attractive
- #201 Many notable comments about traffic and drivers  
A1 R.R. station and park
- #202 A1 small business atmos. to be preserved, do not develop the open spaces they do not come back.
- #204 A1 5 & 10, Post Office; A2 Depot former Exxon Station
- #205 A2 clean up area-riverfront open to housing & recreation
- #206 A1 Do not develop riverfront for residence
- #207 A1 W.C. train depot, Warners Conservation area, Rideout and Harvey Wheeler; A2 White Row, Improve traffic flow, more parking
- #208 A1 all of it leave it alone; A2 improve the looks of Old Chair Co.-do not tear down part of history of W.C.



## Question #8 Continued

Are there any parts of W.C which should be saved and permanently protected from development? comments under A1

Are there any parts which should be removed or improved? Under A2

- #209 A1 Railroad Station and 5 & 10; A2 Bradford and Beharell St. Paved possibly pedestrian walkways
- #210 A1 Riverfront
- #212 A1 Junction of Nashoba Brook and Assabet; A2 Main St. Assabet river site
- #214 A2 improve Old Allen Chair Factory Buildings
- #215 A2 It could be prettier and even more useful
- #216 No Parking Meters
- #218 A1 Warners Pond and Assabet River Shoreline; A2 White Row; Assabet shoreline
- #219 A1 The center proper, houses along Main St. are well kept, maintain small town atmos
- #220 A1 Old Mills, riverfront access, small town environment; A2 The Prison
- #221 A1 All Open space, no more development; A2 Old Gas Station
- #222 A1 Post Office
- #223 A2 removal of Dee bus repair and entire building
- #224 A1 White Row
- #226 A2 former Exxon Station
- #228 A2 behind dollar store
- #230 A1 Depot area, around Warners Pond, A2 Industrial Park behind Rideout Park
- #231 A1 Harvey Wheeler, White Row, Boston Gas property; A2 Baybank building is totally out of character
- #232 A1 all of it; A2 More off street parking
- #233 A2 old Allen Chair Building
- #237 A1 Fields by Prairie St.; A2 Nuclear Metals Inc.
- #238 A2 Old Exxon Station
- #239 A1 West Concord 5 & 10, Fowler Library
- #240 A1 Warners Pond From commercial development
- #241 A1 Open Spaces; Beharrell St. Industrial area needs to be more attractive
- #242 A1 stretch from P.O. to 5 & 10; A2 no new Industrial Parks build them in Concord Center
- #243 A1 Riverfront and Pond front areas Wetlands and other Open Spaces also free parking
- #244 A1 center should retain shops; A2 sidewalks, trees, general clean-up
- #245 A1 depot and small park adjoining mill etc.-save all of it; A2 remove all hazardous waste at NMI and eventually remove all manufacturing where hazardous materials are used or processed
- #246 A1 any trees now growing, there are few enough; A2 More trees increase level of maintenance

## Question #8 Continued

Are there any parts of W.C. which should be saved and permanently protected from development? comments under A1

Are there any parts which should be removed or improved? Under A2

- #248 A1 Warners Pond and Surroundings; former Exxon Station;
- #249 A1 Shopping Area along Comm. Ave.; A2 In front of Condons Liquors and West Concord shopping plaza pretty ugly
- #250 A2 Boston Gas, Beharrel St., Bradford St., combined Housing, Conservation and Industrial
- #251 A2 former Exxon station, shoe repair storefront window needs fix-up
- #252 A1 Train depot, keep Old Bradford Furniture building, Renovate for Light Industrial and Affordable Housing; A2 Beautiful W.C. shopping center
- #253 A1 leave Main St Shopping area alone; A2 no, leave as is
- #254 A2 Boston Gas to affordable housing
- #256 A2 Repaint Shabby Buildings
- #257 A2 White Row housing rehab, Bradford St. improve building appearance
- #258 A1 Any waterfront or Town Forest should remain undeveloped and protected; A2 MCI still too many escapes surprising the crime rate is so low
- #259 A2 Develop Warners Pond area, expand the library, its time to call it Concord
- #261 A1 Depot
- #262 A2 Former Exxon station
- #263 A2 Auto Dealership in Center
- #264 A1 All of it, like village the way it is
- #265 A2 Open Conant St. "Not a Thru St" illegal for one family
- #266 A1 Harvey Wheeler, Kenny Dunn Sq.; A2 Bradford Furniture Building
- #267 A1 Train Station; improve river area for walking and canoeing
- #268 A1 Keep development down
- #269 A1 love stores along Comm. Ave; A2 former Exxon lot used for Housing or a Park
- #271 A1 Warners Pond and Riverfront, Depot all the rest seems already developed; A2 Commonwealth Apts. needs lots of work, Bradford Furniture building great building for more business
- #272 A1 area between Main St. and Lawsbrook Rd. A2 White Row should be torn down
- #273 A1 Old Railroad tracks between Hamwey and Colonial Motors provides relief from Commercial and Residential Development; A2 Bradford St improve, no more playthings at Harvey Wheeler to many already.
- #274 A1 Concord Woodworking property and Riverbeds; A2 99 restaurant unruly crowd creates parking problems
- #276 A1 Commonwealth Ave
- #277 A1 Train station, Assabet River, Warners Pond, Main St. from Pine West.; A2 Baseball cards, Comm. Ave. apts. Liquor Store needs facelift
- #278 A1 Riverside of Assabet; A2 West Concord Shopping Mall pretty ugly

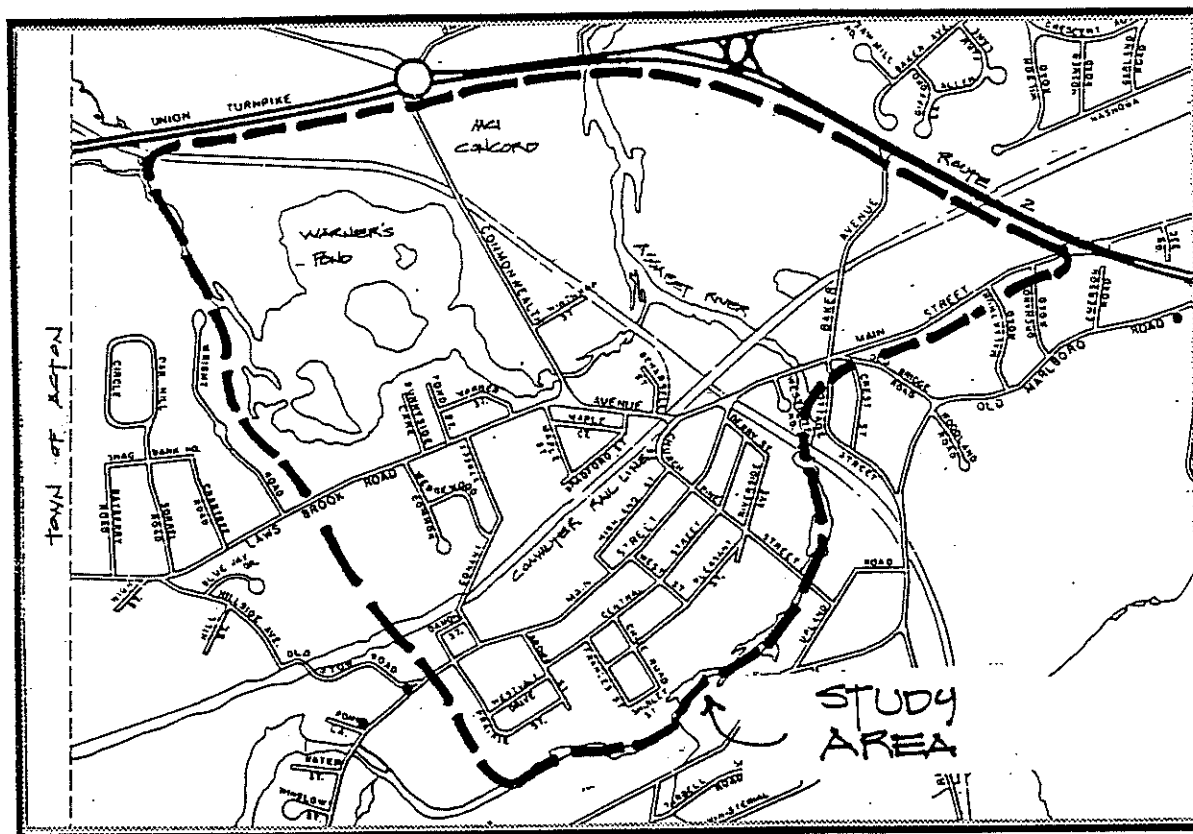
## Question #8 Continued

Are there any parts of W.C which should be saved and permanently protected from development? comments under A1

Are there any parts which should be removed or improved? Under A2

- #279 A2 Former Exxon Station, run down chair buildings
- #280 A1 Depot area
- #281 A1 Warners Pond; A2 MCI Concord
- #282 A1 rideout; A2 White Row
- #284 A2 Trash and Fill at Boston Gas
- #285 A1 Harvey Wheeler, Fowler Library, Fire Station; A2 former Exxon station
- #287 A1 Harvey Wheeler, Playgrounds on Conant st, Fowler Library; A2 former Exxon Station
- #288 A2 Roads - have Comm. Ave. bypass to 62, Rideout should be improved
- #289 A1 restore Bradford Furniture for elderly Housing
- #291 A1 Thoreau School area, Cousins Field, Boston Gas at point of Assabet  
A2 Mill buildings for parking, mixed uses, houses
- #291 -2 A2 tear down Bank of Boston Building
- #292 A1 Pine St., Upland Rd., Central St, Open Land around Thoreau School
- #293 A1 Banks of the Assabet, N. of the tracks
- #294 A1 Along major access routes; A2 plant more greenery
- #295 A2 Baybank; fix sidewalks
- #296 A1 Warners Pond
- #297 A1 Every Open Space; A2 more people amenities

The West Concord Study Community Survey is designed to gather Concord residents' views about the quality of life in their town and various community planning related issues as they pertain to West Concord Center. The results of this survey will be used by the West Concord Study Committee, appointed by the Concord Board of Selectmen in June 1992, to develop a plan which will; identify features of West Concord Center worthy of preservation and protection, and guide the Center's future commercial, industrial and residential development activities. The West Concord Center Study area includes:



(Circle the letter next to your answer(s) to the following questions)

1. Why do you come to West Concord Center.
  - (a) I work in West Concord.
  - (b) I ride the MBTA from West Concord Center
  - (c) I shop in West Concord Center
  - (d) I live in West Concord Center
  - (e) I pass thru the Center on my way to and from where I am going
  - (f) Other (please specify) \_\_\_\_\_
2. Please estimate the average number of times per week you stop in West Concord Center.
  - (a) Once per week
  - (b) 2-3 per week
  - (c) 4-5 per week
  - (d) 6-10 per week
  - (e) 11-15 per week
  - (f) More than 15 per week
3. What mode of transportation do you most often use to travel to West Concord Center
  - (a) Automobile
  - (b) Bicycle
  - (c) Walk
  - (d) Other (please specify) \_\_\_\_\_

4. Listed below are a few of the aspects of West Concord Center which help to define the community's particular quality of life. Please indicate how important these aspects are to you in your decision to come to West Concord Center.

Very Important    Somewhat Important    Not Important

(a) Quietness of West Concord Center	___	___	___
(b) Friendly community life	___	___	___
(c) Proximity to scenic and recreational amenities	___	___	___
(d) Lack of tourist atmosphere	___	___	___
(e) Adequate public parking facilities	___	___	___
(f) Historic character	___	___	___
(g) Small family owned businesses	___	___	___
(h) Little traffic congestion	___	___	___
(i) Small town character	___	___	___
(j) MBTA commuter rail service	___	___	___
(k) Good public services	___	___	___
(l) Safety from crime	___	___	___
(m) Good selection of essential retail services	___	___	___
(n) Visual appeal of West Concord Center	___	___	___
(o) Other (please specify) _____	___	___	___

5. How have the following aspects of West Concord Center changed.

Better    No Change    Worse

(a) Quietness of West Concord Center	___	___	___
(b) Friendly community life	___	___	___
(c) Proximity to scenic and recreational amenities	___	___	___
(d) Lack of tourist atmosphere	___	___	___
(e) Historic character	___	___	___
(f) Adequate public parking facilities	___	___	___
(g) Small family owned businesses	___	___	___
(h) Little traffic congestion	___	___	___
(i) Job opportunities in the community or nearby	___	___	___
(j) Small town character	___	___	___
(k) MBTA commuter rail service	___	___	___
(l) Good public services	___	___	___
(m) Safety from crime	___	___	___
(n) Good selection of essential retail services	___	___	___
(o) Visual appeal of West Concord Center	___	___	___
(p) Affordable housing	___	___	___
(q) Other (please specify) _____	___	___	___

6. Select the most serious problems facing West Concord Center in the next 5-10 years.

- (a) Too many people
- (b) Inadequate and unsafe pedestrian amenities (i.e., walkways, crosswalks, night lights, benches etc.)
- (c) Lack of Elderly housing
- (d) Traffic congestion
- (e) Lack of outdoor recreation amenities (i.e., parks, picnic grounds, trails etc.)
- (f) Overburden on town services
- (g) Inadequate public parking facilities (i.e., not enough, poorly marked, inconveniently located etc.)
- (h) Loss of historic character
- (i) Traffic overflow onto residential streets
- (j) Loss of Open Space and natural vegetation (i.e., trees, shrubs & flowering plants)
- (k) Lack of affordable housing
- (l) Lack of Industry and Manufacturing start-up opportunities.
- (m) Decrease of essential retail businesses
- (n) Other (please specify) \_\_\_\_\_

(Circle the letter next to your answer(s) to the following questions)

7. How would you like to see West Concord Center change in the future?
- (a) Development of clean, light industry and millwork manufacturing in the Center.
  - (b) Provide tourist services (i.e. B&B's, hotels, Tours, Museums).
  - (c) Development of river front land area for housing (i.e. affordable & elderly housing).
  - (d) Conversion of industrial land areas to mixed use light industrial -commercial - residential districts.
  - (e) Increase new and existing small neighborhood businesses opportunities in Center.
  - (f) Development of additional indoor and outdoor recreational facilities (i.e. playgrounds, ball fields, picnic grounds, gyms etc.)
  - (g) Develop small satellite (20-25 spaces) public parking areas within the Center.
  - (h) Restoration of White Row for housing (i.e. affordable & elderly).
  - (i) Create additional Open Space opportunities connected to the Center (i.e. parks, canoe ramps, hiking trails to & along Nashoba Brook, Warner's Pond and Assabet River).
  - (j) Development of safe and accessible walkways and bikeways for increasing pedestrian and bicycle transportation to and within the West Concord Center.
  - (k) Conversion of Industrial buildings for housing (i.e. affordable & elderly housing).
  - (l) Development of Concord-West Concord public bus system.
  - (m) Other (please specify) \_\_\_\_\_

8. Are there any parts of West Concord Center which you feel should be saved and permanently protected from new development.
- (a) Yes (please specify) \_\_\_\_\_
  - (b) No \_\_\_\_\_

Are there any parts of West Concord Center which you feel should be removed or improved.

- (a) Yes (please specify) \_\_\_\_\_
- (b) No \_\_\_\_\_

9. How many years have you lived in Concord  
 \_\_\_\_ Years

10. Please indicate the age group which you belong to
- (a) Under 20 years old
  - (b) 20 - 30 years old
  - (c) 30 - 45 years old
  - (d) 45 - 60 years old
  - (e) Over 60 years old

**THANK YOU FOR COMPLETING YOUR WEST CONCORD STUDY COMMUNITY SURVEY**

**- Deadline for Receiving Completed Surveys May 1, 1993 -**

Please **Drop Off** your completed *West Concord Survey* at any one of the locations listed below.  
 West Concord - Fowler Library, Harvey Wheeler School - Council on Aging Office  
 Concord - Concord Library, Town House Lobby

You may **Mail** your *West Concord Survey* to: "West Concord Survey"  
 Concord Planning & Land Management Dept.  
 133 Keyes Rd.  
 Concord, MA

### **Summary**

The West Concord Study Committee is seeing physical limitations to West Concord's ability to accommodate future growth and economic development; For instance, roads and parking are near saturation

certain areas which are un or under developed whose build-out potential could seriously impact the West Concord Center area under current zoning.

A lot of existing undeveloped open space/park opportunities

There is a diverse mix in housing types within the study area which represent interesting examples for providing future mixed-use housing opportunities in the West Concord Center Study area

An inadequate number of buildings and sites exist within the study area where people could come together to reinforce the social and cultural bonds which make up the quality of life.

The unique history of the West Concord Study area is rich although devoid of public recognition and exhibition

West Concord is unique in and of itself and is distinguished from Concord Center in its make-up. It is many small family owned businesses and essential retail services

A pedestrian walkway system in West Concord Center which is in need of improvement if people are to be encouraged to walk.

In Phase III the West Concord Study Committee will evaluate this information and create a framework for balance between development and preservation within the West Concord Center Study Area. The West Concord Study Committee will endeavor to develop a unified conceptual plan that includes specific and categorized recommendations which will be "detailed and prioritized", and will include a timeframe with suggestions for their implementation as outlined in Phase III of our charge. We expect the final report of the West Concord Study to be ready in September.

### **Acknowledgements:**

Many people contributed their time freely to this study. Our Advisors who made suggestions, reviewed, and critiqued as we went along. Special Thanks to Nicholas Zavolas who wrote text, and spent many long hours assisting the committee. The people of Concord who shared their opinions via the survey. The Town Staff who answered our queries. The Concord Journal who gave us the opportunity to reach the public. We thank all of you for your assistance and hope to hear more from you during Phase III.